

Agenda

Council Meeting

7.00pm, Tuesday 25 October 2022

Richmond Town Hall

www.yarracity.vic.gov.au

Council Meetings

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

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.

Question Time

Yarra City Council welcomes questions from members of the community.

Registration

To ask a question, you will need to register and provide your question by 7.00pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Asking your question

During Question Time, the Mayor will invite everyone who has registered to ask their question. When your turn comes, come forward to the microphone and:

- state your name;
- direct your question to the Mayor;
- don't raise operational matters that have not been previously raised with the organisation;
- don’t ask questions about matter listed on tonight’s agenda
- don't engage in debate;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

You will be provided a maximum of three minutes to ask your question, but do not need to use all of this time.

Comments not allowed

When you are addressing the meeting, don't ask a question or make comments which:

- relate to a matter that is being considered by Council at this meeting;
- relate to something outside the powers of the Council;
- are defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable;
- deal with a subject matter already answered;
- are aimed at embarrassing a Councillor or a member of Council staff;
- include or relate to confidential information; or
- relate to something that is subject to legal proceedings.

Addressing the Council

An opportunity exists to make your views known about a matter that is listed on the agenda for this meeting by addressing the Council directly before a decision is made.

Registration

To ask address Council, you will need to register by 7.00pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Addressing the Council

Before each item is considered by the Council, the Mayor will invite everyone who has registered in relation to that item to address the Council. When your turn comes, come forward to the microphone and:

- state your name;
- direct your statement to the Mayor;
- confine your submission to the subject being considered;
- avoid repeating previous submitters;
- don't ask questions or seek comments from Councillors or others; and
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

You will be provided a maximum of three minutes to speak, but do not need to use all of this time.

Comments not allowed

When you are addressing the meeting, don't make any comments which:

- relate to something other than the matter being considered by the Council;
- are defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable;
- are aimed at embarrassing a Councillor or a member of Council staff;
- include or relate to confidential information; or
- relate to something that is subject to legal proceedings.

Arrangements to ensure our meetings are accessible to the public

Council meetings are held on the first floor at Richmond Town Hall. Access to the building is available either by the stairs, or via a ramp and lift. Seating is provided to watch the meeting, and the room is wheelchair accessible. Accessible toilet facilities are available. Speakers at the meeting are invited to stand at a lectern to address the Council, and all participants are amplified via an audio system. Meetings are conducted in English.

If you are unable to participate in this environment, we can make arrangements to accommodate you if sufficient notice is given. Some examples of adjustments are:

- a translator in your language
- the presence of an Auslan interpreter
- loan of a portable hearing loop
- reconfiguring the room to facilitate access
- modification of meeting rules to allow you to participate more easily

Recording and Publication of Meetings

A recording is made of all public Council Meetings and then published on Council's website. By participating in proceedings (including during 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. **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 Stephen Jolly	Councillor
• Cr Herschel Landes	Councillor
• Cr Anab Mohamud	Councillor
• Cr Claudia Nguyen	Councillor
• Cr Bridgid O'Brien	Councillor
• Cr Amanda Stone	Councillor

Council officers

• Sue Wilkinson	Chief Executive Officer
• Brooke Colbert	Group Manager Advocacy and Engagement
• Malcolm Foard	Director Community Wellbeing
• Ivan Gilbert	Group Manager Chief Executive's Office
• Gracie Karabinis	Group Manager People and Culture
• Chris Leivers	Director City Works and Assets
• Wei Chen	Director Corporate, Business and Finance
• Mary Osman	Director Planning and Place Making
• Rhys Thomas	Senior Governance Advisor
• Mel Nikou	Governance Officer

Leave of absence

• Cr Gabrielle de Vietri	Councillor

3. Announcements

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

4. Declarations of conflict of interest

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 13 September 2022 be confirmed.

7. 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	Proposal to Declare Land Abutting Sandeman Place Fitzroy as Public Highway	9	11	Ivan Gilbert - Group Manager Chief Executive's Office
8.2	Yarra City Council Annual Report 2021/2022	38	40	Jessica Matrakis - Communications and Engagement Lead
8.3	Mayors Park Tennis and Netball Centre Management	275	286	Sally Jones - Manager Recreation and Leisure Services
8.4	Heidelberg Road corridor - Permanent Built Form Provisions	367	388	Leonie Kirkwood - Practice Leader Strategic Planning
8.5	Draft Cremorne Urban Design Framework	743	760	Leonie Kirkwood - Practice Leader Strategic Planning
8.6	Victorian Government Service Standard Framework for Waste and Recycling	903	906	Oliver McNulty - Manager City Works
8.7	PPE22/0190 - Fitzroy Gasworks - 111 Queens Parade, North Fitzroy	970	1022	Mary Osman - Director Planning and Place Making
8.8	Climate Emergency Plan mid-term review	1529	1535	Michael Oke – Sustainability Unit Manager
8.9	Audit and Risk Committee Biannual Activity Report	1559	1561	Rhys Thomas - Senior Governance Advisor

9. Notices of motion

Nil

10. Petitions and joint letters

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

11. Questions without notice

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

12. Delegate's reports

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

13. General business

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

14. Urgent business

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

8.1 Proposal to Declare Land Abutting Sandeman Place Fitzroy as Public Highway

Reference	D22/261280
Author	Ivan Gilbert - Group Manager Chief Executive's Office
Authoriser	Group Manager Chief Executive's Office

Purpose

1. For Council to make a fresh consideration as to whether to declare the southern end of Sandeman Place, Fitzroy (**Subject Land**) as a public highway, pursuant to section 204(1) of the *Local Government Act 1989* (**Act**).

Critical analysis

History and background

2. At its meeting on 7 December 2021 Council resolved to declare the Subject Land a public highway. It did so after considering an Officer Report making a Recommendation that the declaration be made.

3. Council resolved as follows:

> *That Council, having given public notice of its proposal to declare the road shown hatched on the plan in the relevant public notice (**Subject Land**) as a public highway under section 204(1) of the Local Government Act 1989 (**Act**), and having considered all submissions in response to that notice:*
>
> *(a) resolves to declare the Subject Land to be a public highway pursuant to section 204(1) of the Act, for the reason that the whole of the Subject Land is required for public use;*
>
> *(b) authorises the publishing of a notice in the Victoria Government Gazette declaring the Subject Land to be a public highway pursuant to section 204(1) of the Act; and*
>
> *(c) notifies submitters in writing of its decision and the reasons for the decision.*

4. The declaration of the Subject Land as a public highway was then gazetted.

5. Council's 7 December 2021 Resolution became the subject of a legal challenge. A Supreme Court proceeding was brought by the owners of various lots and common property on Plan of Strata Subdivision 015268 (**the plaintiffs**), challenging the validity of Council's decision.

6. One of the grounds of legal challenge was that Council had acted invalidly because the plaintiffs had not been provided with an opportunity to speak to a written submission previously made to Council.

7. As Council's lawyers began preparing Council's defence to the proceeding, it was discovered that, due to an administrative oversight by a former member of Council staff, the plaintiffs were not advised in advance of the meeting held on 7 December 2021. They were therefore deprived of an opportunity to speak in support of their written submission, with the result that section 223(1)(b)(i) and (iii) of the *Local Government Act 1989* had been breached. These provisions require a council to give notice to a submitter of the date, time and place of the meeting that will consider submissions, and provide the submitter with an opportunity to be heard in support of their written submission.

8. The Plaintiffs and Council agreed that the Supreme Court proceeding should be resolved by the making of consent orders. As a result, on 24 June 2022 the Supreme Court ordered that:

(a) the public highway declaration embodied in Council's Resolution of 7 December 2021, as subsequently gazetted, be quashed;

(b) Council pay the plaintiffs' costs of the proceeding on a standard basis; and

(c) the proceeding otherwise be dismissed without any adjudication of the merits.

9. As background information, reference is made to **Attachment 3** (being the Council Report of 7 December 2021).

Discussion

10. The effect of the orders made by the Supreme Court is to treat Council's Resolution of 7 December 2021 as a nullity. In other words, no public highway declaration has, as a matter of law, been made.

11. Council must therefore revisit the process which it had commenced. Council must now reconsider the written submissions previously considered:

(a) Submission by Best Hooper Lawyers on behalf of the owners and Owners Corporation in respect of properties at 174-178 George Street, Fitzroy (refer copy **Attachment 1);** and

(b) Submission by Greg Rodwell (refer copy **Attachment 2**); and

consider anything said in support of the submissions. It must then decide whether to declare the Subject Land a public highway.

Options

Community and stakeholder engagement

12. The matter has been subject of a formal process including a public invitation for submissions.

Policy analysis

Alignment to Community Vision and Council Plan

13. The matter follows a statutory procedure.

Climate emergency and sustainability implications

14. There are no climate emergency issues connected to this report.

Community and social implications

15. The matter follows a statutory process.

Economic development implications

16. There are no economic development implications related to this matter.

Human rights and gender equality implications

17. The matter follows a statutory process.

Operational analysis

Financial and resource impacts

18. There will be financial implications related to the normal maintenance of the roadway.

Legal Implications

19. The matter follows a statutory process.

Conclusion

20. That:

(a) Council note what is said in the written submissions and what has been said in support of those submissions; and

(b) Council consider those submissions and what has been said in support of those submissions, and any further Officer Report, at its meeting on 15 November 2022.

RECOMMENDATION

1. That Council note what is said in the written submissions of:

   (a) Best Hooper dated 1 October 2021 (on behalf of Owners Corporation Plan No. RP015268 and the owners of Units 1-4, 174-178 George Street, Fitzroy; and

   (b) one of the co-owners of 75-79 Webb Street, Fitzroy, dated 29 September 2021,

   and what has been said in support of those submissions.

2. That Council consider those submissions and what has been said in support of those submissions, and any further Officer Report, at its meeting on 15 November 2022.

Attachments

1⇩ Attachment 1 - Letter from Best Hooper Lawyers

2⇩ Attachment 2 - Submission from Greg Rodwell

3⇩ Attachment 3 - Background Information - Report from 7 December 2021

Attachment 1 - Attachment 1 - Letter from Best Hooper Lawyers

Contact: Robert McKay
Direct line: 03 9691 0244
Email: rmckay@besthooper.com.au
Principal: Robert McKay
Our Ref: RSM:RSM:211505

BEST HOOPER LAWYERS

1 October 2021

Vijaya Vaidyanath & George Vass
City of Yarra
333 Bridge Road
RICHMOND VIC 3121
george.vass@yarracity.gov.au; info@yarracity.vic.gov.au

BY EMAIL ONLY

Dear Vijaya and George

Submission on Proposed Declaration of Public Highway – Sandeman Place

1. We are writing to make objection submissions in response to council's **enclosed** notice in The Age newspaper issue of 3 September 2021 regarding a proposed public highway declaration under section 204(1) of the *Local Government Act 1989* (Vic) (the **LGA**) over parts of Sandeman Lane, Fitzroy (the **Notice**).

2. We act for the following related parties:

   (a) Owners corporation plan no. RP015268 (the **OC**), the registered proprietor of the common property of 174 – 178 George Street, Fitzroy;

   (b) Irene Meletsis, in relation to Unit 1 of 174 – 178 George Street, Fitzroy, being lot 1 on registered plan of strata subdivision 015628 (the **Plan**);

   (c) Capital One Securities Pty Ltd, the registered proprietor of:

      (i) Unit 2 of 174 – 178 George Street, Fitzroy, being lot 2 on the Plan; and

      (ii) Unit 3 of 174 – 178 George Street, Fitzroy, being lot 3 on the Plan;

   (d) Odel Investments Pty Ltd, the registered proprietor of Unit 4 of 174 – 178 George Street, Fitzroy, being lot 4 on the Plan.

Submissions

3. Our clients' submissions for the purposes of section 223 of the LGA are as follows.

4. Our clients oppose the proposed declarations set out in the Notice to the extent that those declarations will affect their rights and interests in an area or portion of the land that our clients have occupied and used since their property or properties was or were acquired by their family in the 1970s (the **Opposed Portion**). At annexure A to this letter we have depicted approximately in yellow fill the Opposed Portion by reference to the Notice's '*Figure A*' diagram.

Historical occupation by the family

5. The parents of our clients (or, as applicable, persons or entities related to our clients), Panagiotis Karaglanis and Ekaterini Karaglanis, purchased the original land parcel that was eventually subdivided into the Plan (being the land described in volume 9349 folio 003) in the 1970s. We **enclose** a historical title search of that original land parcel to that effect.

6. The Plan was then registered in or in about 1980 and Mr and Mrs Karaglanis transferred the subdivided properties to our clients, or persons controlled by or related to our clients, and the properties have remained within the family since that time.

7. Consequently, ownership of our clients' respective properties and exclusive occupation of the Opposed Portion has been continuously maintained by our clients' and their family since Mr and Mrs Karaglanis first purchased the original land parcel (as referred to in paragraph 5) for a period of some 40 – 50 years.

Diagrams and structures

8. We refer to the annotated NearMap satellite image at annexure B to this letter and note the following:

   (a) The pink squares with text demark each of our clients' (except for the OC) private lots;

   (b) The brighter of the yellow cadastre lines demarks a common shared accessway between our clients' properties (being, for the most part, the OC's common property) – the easternmost portion of which includes the Opposed Portion;

   (c) The red circle shows approximately the relevant area affected by the proposed declaration set out in the Notice; and

   (d) The blue line demarks approximately the location of our clients' wall and gate, a photo of which is at annexure C to this letter (the **Current Dividing Structure**).

9. As can be seen by reference to annexures A to C, the Current Dividing Structure encloses the Opposed Portion to the exclusion of the public and bisects the cross-hatched area that is proposed to be declared a road pursuant to '*Proposal A*'.

10. Even before the Current Dividing Structure was erected, the Opposing Portion was used exclusively by our clients as a car park to the extent that, if anyone other than our clients (or those authorised by our clients) entered onto the Opposed Portion, it would have been considered a trespass (and this was the basis for erecting the Current Dividing Structure). The Opposed Portion was effectively treated as the common property of the OC and it served the private lot owners of the Plan throughout the course of time for many decades. The Opposing Portion has been considered by our clients as an asset and a fundamental part of their respective properties.

Road legislation

11. Section 5(2) of the *Road Management Act 2004* (Vic) (the **RMA**) provides, in essence, that certain provisions of the LGA – including Division 2 of Part 9 of the LGA in which section 204(1) of the LGA appears – are to be construed as part of the RMA.

12. Council must register a road in its register for which it has made a decision that the road is reasonably required for general public use: section 17(3) of the RMA; *Pulitano Pastoral Pty Ltd v Mansfield Shire Council* [2017] VSC 421 at [99].

13. A road cannot become a '*public road*' (that term is defined in section 17(1)(c) of the RMA to mean a road declared under section 204(1) of the LGA) unless and until a decision is made by council under section 17(3) of the RMA: *Anderson v City of Stonnington* [2017] VSCA 229 at [182].

14. To synthesise and express what we say at paragraphs 12 and 13 in plainer terms, council is obliged to determine that a road it is seeking to declare under section 204(1) of the LGA is *reasonably required for general public use*.

15. Noting what we say between paragraphs 5 to 10, it would be manifestly illogical and unreasonable for council to decide that the Opposed Portion is *reasonably required for general public use* because:

    (a) the Opposed Portion has not been used by the public for in excess of 40 years, but rather, exclusively by our clients or their relatives and those authorised by them;

    (b) there is nothing occurring in the vicinity of the Opposed Portion (such as development, planning scheme amendments, or infrastructure changes) that would give rise to the Opposed Portion suddenly becoming reasonably required for general public use such that declaring the Opposed Portion a public highway would achieve the objectives of the RMA or LGA (in fact, we say it would be to the contrary);

    (c) the Opposed Portion does not provide the general public any more use of Sandeman Lane than the general public already has. That is, declaring the Opposed Portion achieves only a detrimental impact on our clients' possessory rights without there being any corresponding material benefit gained by the general public (i.e. there is a net disadvantage).

Transfer of Land Act

16. Moreover, our clients have a present entitlement to make an application to amend their relevant, respective folios to incorporate the Opposed Portion by way of an application made under section 99(1) and or section 102 of the *Transfer of Land Act 1958* (Vic) and it is their intention to now do so without delay.

17. For council to now seek to declare the Opposed Portion a public highway may subvert or otherwise interfere with our clients' present entitlement in that regard, which is not a power council has either under the LGA or the RMA (or at all) and we are instructed to resist any such attempt by any and all means available.

Conclusion

18. We would welcome a decision by council to remove the Opposed Portion from its proposal for Sandeman Lane and we respectfully submit that council is required to do so, in any event, at law (for the reasons set out **above**).

19. Otherwise, we submit that the proposed declarations as set out in the Notice should be rejected wholesale for the reasons set out **above**.

20. We reserve all of our clients' rights, including to expand upon and produce further evidence supporting these submissions in advance of, or at, any meeting conducted by council. In that respect our clients request to be heard at any such meeting, pursuant to section 223(1)(a)(iv) of the LGA.

21. Please contact our office should you wish to discuss.

Yours faithfully



Robert McKay
Principal Lawyer
Enc.

Annexure A | Opposed Portion

Figure A:

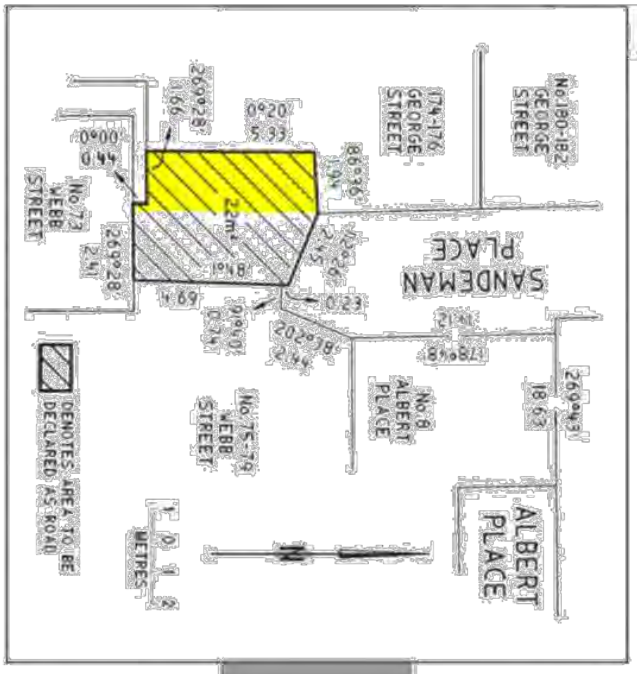
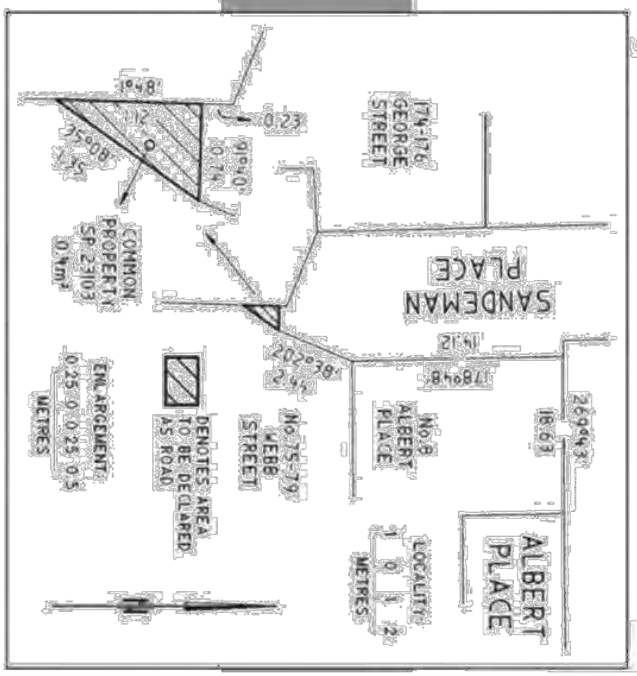


Figure B:



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Annexure B | Annotated NearMap satellite image



Annexure C | Photo of wall and gate



Attachment 1 - Attachment 1 - Letter from Best Hooper Lawyers

38 THE AGE FRIDAY, SEPTEMBER 3, 2021

SPORT
RACING

TAB CODE MR BENDIGO

SELECTIONS: TIM HABEL

TRACK GOOD (4)
RAIL OUT 5M

DAILY DOUBLE 7 and 9 EARLY QUADDIE 2, 3, 4 and 5 QUADDIE 6, 7, 8 and 9 TREBLE 7, 8 and 9 BIG6 4, 5, 6, 7, 8 and 9 CIRCUMFERENCE 1594m STRAIGHT 400m

1-12.30 Bendigo Mazda Plate 1100m
(3yo & up Maiden SW. Apprentices can claim)

1- MAGNETIC PRINCE (17)
2- BIG TIME GIRL (15)
3- FIRE (2) 3.30
4- FLY ON BYE (5) 4.40
5- IMMINENT RISK (10)
6- MIDNIGHT DREAM (3)
7- PINDARI POINT (6)
8- RED HOT NICC (13)
9- SERENAUR
10- SPIRIT OF PEPIN (7)
11- JOSEYLIN (11)
12- TOPEKA (4)

EMERGENCIES
13- STRAD (12)
14- SWEET HOME ALABAMA (16)
15- WILDFIRE ROSE (1)
16- RAIN BOY
17- FACE THE JURY (14)
18- SIAMESE

SELECTIONS: Fire 1, Joseylin 2, Fly On Bye 3, Imminent Risk 4

2-1.00 Adroit Bendigo Plate 1300m
(3yo & up Maiden SW. Apprentices can claim)

1- KWOI HGI
2- VAYAMOS
3- BALSAMIC VINEGAR (2)
4- ROSE CUVEE
5- ROSE DIOR Scratched
6- CERBERUS
7- OBFUSCATION (12) 2.20
8- TREPORTI
9- WESTBROOK
10- CERES MIST
11- GENUINELY Scratched
12- POETIC DRAMA

EMERGENCIES
13- BETTER TOMORROW
14- LUNCH IN BIARRITZ
15- SILVER BOOTS
16- LASTAR
17- OUR DUKE
18- AVENEL GREY

3-1.30 The Bendigo Cleaning Co. Plate 1400m
(3yo Maiden SW. Apprentices can claim)

1- BALZANDO
2- COUNTRY'S LIGHT
3- GUIDED MUSCLE
4- GULINGI
5- HEZAGEM
6- MAGIC MIKEY
7- MICRO 2.40
8- PHERE THE EX (15)
9- SHABALALA
10- SKY WARRIOR
11- YOU BETCHA WOO Scratched
12- COMMANDO DRIFT

EMERGENCIES
13- LULU'S HALO
14- HETTINGER
15- KARATEMISS
16- FORGOT YOU Scratched

SELECTIONS: Micro 1

4-2.00 The Big Screen Company Plate 1500m
(3yo & up Maiden SW. Apprentices can claim)

1- BOLD TROPIC
2- INTERNATIONAL GEM
3- MISTA SIZZLE 3.50
4- MITCHELLS FALLS
5- MOXATATION
6- ADDENDA
7- DJOUNIE
8- FAZZABEEL
9- GRINZINGER KING Scratched
10- MAN OF HEART Scratched
11- STARK RAVING
12- ROSABEEL

EMERGENCIES
13- MOONSHINE FLY
14- VIDOMA
15- DUNHILL
16- KING OF AVALON
17- ROCKARENTE
18- STAR OF THE ELMS

SELECTIONS: Addenda 1, Mista Sizzle 2

5-2.30 Bet365 Drift Protector (B58) 2400m
(3yo & up Benchmark 58. Apprentices can claim)

1- BRILLIANT VENTURE
2- MONGOLIAN PRIDE
3- VILANCULOS 2.60
4- CHOCWEDGE
5- DANCING DUCK
6- FULL KNOTS AHEAD
7- PETTICOAT JUNCTION
8- DENTE
9- STAYAWAKE
10- STAR WATCHER
11- STRAWBERRY TOPPING
12- CITY BY NIGHT

EMERGENCY
13- MIZATON

SELECTIONS: Vilanculos 1, Brilliant Venture 2, Dancing Duck 3, Full Knots Ahead 4

6-3.00 Apiam Animal Health (B64) 1100m
(3yo & up Benchmark 64. Apprentices can claim)

1- ROLLING MOSS
2- EXCEED TYCOON
3- ZOUTONS
4- BETTER KICK Scratched
5- HO HO PRINCE
6- SMILER MARSHALL
7- HAY CLIFFY
8- NO SHAME Scratched
9- BREASLEY
10- NORBU
11- CIRCLE OF MAGIC
12- BELLARINA MAGIC

EMERGENCIES
13- RAAZOU
14- UNSHACKLED Scratched

SELECTIONS: Circle Of Magic 1, Smiler Marshall 2, Ho Ho Prince 3, Zoutons 4

LEGEND: t Won at track. c Won here this distance. d Won this distance on another course. w Won on rain affected going. n Won at night. x Spell of three months. b Beaten favourite last start. h Home track. D Disqualified. F Fell. P Pulled up. L Lost rider.

7-3.30 Catanach's Jewellers (B64) 1100m
(3yo & up Benchmark 64. Apprentices can claim)

1- EL FABIO
2- MY BOY NICK
3- SALTPETER
4- DRY CREEK ROAD
5- LANI BANG BANG
6- PAL'S REWARD
7- PREDETERMINED 4.40
8- ROCKCLIFF
9- SAHARA SONG
10- VELICINA
11- VIRTUE
12- TURNSTAR

EMERGENCIES
13- RANSOM TRUST
14- WHOSYOURHOUSEMATE 41.00

SELECTIONS: Lani Bang Bang 1, Virtue 2, El Fabio 3, Predetermined 4

8-4.00 Smartline Bendigo (B64) 1600m
(3yo & up Benchmark 64. Apprentices can claim)

1- CAPODANNO
2- LEGENDA
3- BIG BREW
4- BRUNO STARS
5- MURGANELLA
6- VUNI
7- LUCKY PLUTUS
8- SILVER LAKE
9- THE ENZO
10- SAINT TROPEZ
11- LADY DEVEREAUX
12- MAKE MINE HENNESSY Scratched

EMERGENCY
13- TOFFEE DOLL 3.70

SELECTIONS: Murganella 1, Silver Lake 2, Saint Tropez 3, The Enzo 4

9-4.30 Bendigo Magazine (B64) 1300m
(3yo & up Benchmark 64. Apprentices can claim)

1- YELDARB 7.00
2- SPANISH POET
3- JIMENEZ
4- REQUITED
5- REVLIS
6- BONJOUR
7- MARKETING
8- ROCKRIBBED 2.50
9- MADAM SUPERIOR
10- MONA DREAM
11- TOYZ ON FIRE Scratched
12- HOT IN PARIS

EMERGENCIES
13- DANNY'S ST DARCI
14- ELUSIVE EXPRESS
15- JAY GATSBY
16- DUNE FIELD
17- HASSLEFREE
18- DANBANA

SELECTIONS: Yeldarb 1, Revlis 2, Spanish Poet 3, Hot In Paris 4

TAB CHECK
To avoid error, TAB investors should check numbers with the official lists of the fields at TAB agencies. Lists published in newspapers are not official.

Public Notices

PRIVATE SECURITY BUSINESS REGISTRATION

STATE TRUSTEES LIMITED

5 November 2021

27 August 2021

Public Notices

PACKAGED LIQUOR LICENCE APPLICATION

Victorian Commission for Gambling and Liquor Regulation
GPO Box 1988
Melbourne VIC 3001

Dated 30 August 2021

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:
4 Regina Terrace DONCASTER EAST

1. Construction of a new two-storey dwelling to the rear of the existing dwelling
2. Variation of Restrictive Covenant

Fredman Malina Planning Pty Ltd

PLN21/0230

Manningham Council 699 Doncaster Road, Doncaster

Land Acquisition and Compensation Act 1986
FORM 7
Notice of Acquisition
Dated 7 June 2021

Land Acquisition and Compensation Act 1986
FORM 7
Notice of Acquisition
Dated 7 June 2021

Land Acquisition and Compensation Act 1986
FORM 7
Notice of Acquisition
Dated 7 June 2021

YARRA CITY COUNCIL
PROPOSED PUBLIC HIGHWAY DECLARATION
PUBLIC NOTICE INVITING SUBMISSIONS UNDER SECTION 223

Yarra City Council (**Council**) gives notice under section 204(1) of the *Local Government Act 1989* (**Act**) that it proposes to declare the following parcels of land abutting Sandeman Place, Fitzroy, to be public highways:

(a) the 'hiatus land' not contained in any certificate of title, shown hatched on the plan at Figure A below (**Proposal A**); and
(b) part of the common property on registered plan of strata subdivision no. SP023103J at 75-79 Webb Street, Fitzroy being part of the land contained in certificate of title volume 12137 folio 050, shown hatched on the plan at Figure B below (**Proposal B**).

Figure A:

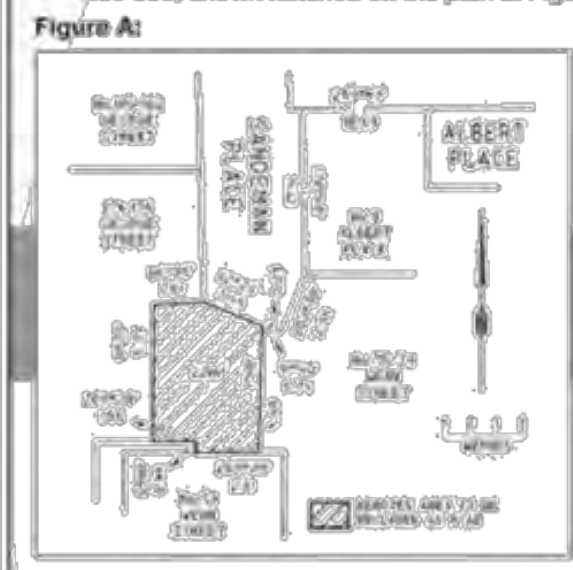
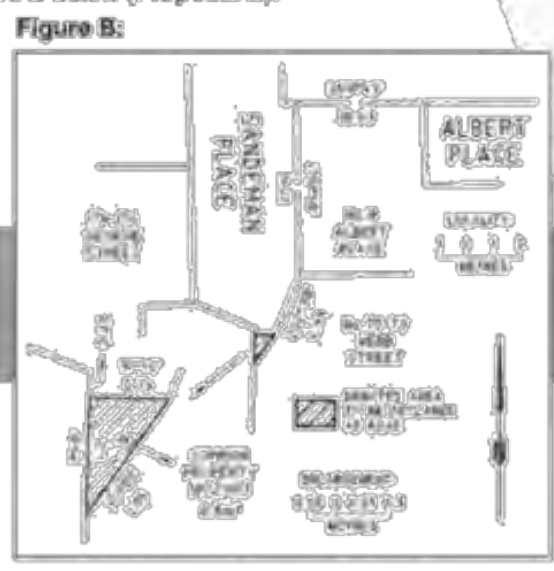


Figure B:



Any person may make a submission on either Proposal A or Proposal B, or on both Proposals A and B.

Any person wishing to make a submission under section 223 of the Act must do so in writing by 1 October 2021.

All submissions will be considered in accordance with section 223 of the Act. Submissions should be addressed to the Chief Executive Officer and described as 'Submission on Proposed Declaration of Public Highway – Sandeman Place', and can be hand delivered to Council's Municipal Office at 333 Bridge Road, Richmond 3121 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.

For more information on the proposal, please contact George Vass on 03 9205 5097 or George.Vass@yarracity.vic.gov.au.

Vijaya Vaidyanath
Chief Executive Officer, Yarra City Council

CITY OF YaRRA

Attachment 1 - Attachment 1 - Letter from Best Hooper Lawyers

Delivered by LANDATA®, timestamp 30/09/2021 16:29 Page 1 of 2
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ORIGINAL

NOT TO BE TAKEN FROM THE OFFICE OF TITLES

VICTORIA

CANCELLED

REGISTER BOOK

VOL. 9349 FOL. 003

Certificate of Title

UNDER THE "TRANSFER OF LAND ACT"

VOL. FOL.

PANAGIOTIS KARAGLANIS Labourer and EKATERINI KARAGLANIS Married Woman - - - both of 97 Gore Street Fitzroy are JOINT PROPRIETORS of an estate in fee -- simple subject to the encumbrances notified hereunder in all that piece of- land in the Parish of Jika Jika County of Bourke being the land in Plan of- Consolidation No.108866 which land is shown enclosed by continuous lines -- on the map hereon -

Delivered on-line by LANDATA®

WARNING
This document provides an image of a cancelled folio of the Register. It is not a statement from the register of subsisting information in relation to the land to which it refers.

Issued pursuant to Section 97A (2)
of the Transfer of Land Act 1958

PLAN J130958
AFFECTS LAND HEREIN

Assistant Registrar of Titles

OFFICE OF TITLES VICTORIA

ENCUMBRANCES REFERRED TO



Derived from Vols.8497 Fols.089
9254 382

9th [illegible]mber 1979

MEASUREMENTS ARE IN METRES

Attachment 1 - Attachment 1 - Letter from Best Hooper Lawyers

Delivered by LANDATA®, timestamp 30/09/2021 16:29 Page 2 of 2

VOL. 9349 FOL. 003 INSTRUMENT APPLICATION 9204/78—PL

MORTGAGE to H.G. & R. NOMINEES PROPRIETARY LIMITED and COLIN HENRY KEON-COHEN

Registered 27th November 1979

No.M779191

MORTGAGE to FRANCIS ALEXANDER McMANUS and BERNARD JAMES AHERN

Registered 4th June 1980

No.J14071

CANCELLED

Units one to 6 in Vol 9387 Folios 779 to Vol 9387 Fol. 784

Resp.

Registered Plan No. 15268

Date 3rd September 1980

J180958

CANCELLED

T09349-003-1-8

Attachment 2 - Attachment 2 - Submission from Greg Rodwell

From: Greg Rodwell
Sent: Tuesday, 28 September 2021 5:04 PM
To: Vass, George

Subject: Re: Sandeman Place

Hi George,

We received a letter from you dated 14 September 2021 re 'Notice of Statutory Process to declare part of Sandeman Place Fitzroy a Public Highway'. I was a little confused and surprise to see this given the communication we have received from you (in the email chain below) specifically where you stated on the 13th of May 2021:

"*Immediately following Council's meeting of 4 May 2021, we provided a copy of Council's resolution to Council's legal representative with an instruction to gazette the NUA land a public highway.*

The gazettal notice was already prepared.

On the question of enforcing Sandeman Place a PH, I also briefed our Compliance Team of Council's declaration and sought advice as to whether Council should act on the resolution alone or wait for gazettal and it was agreed that we wait for gazettal.

I should have an update today re timing but it is simply an administrative but important step.

I have also now received a report from Council's engineers that support the importance of the 0.4 sq.m triangle that forms part of the separate statutory process that Council is ready to commence.

The report includes diagrams that show the position of the triangle, the 2.45 metre diagonal restriction previously highlighted and most importantly the sweep path necessary for reasonable vehicular access. The sweep path shown is for a B99 vehicle which includes an ambulance or small truck that would not be able to get through the Sandeman place restriction if the triangle is not part of Sandeman Place."

I have spoken to Stephen Jolly about this today, he advised that Council did not follow the correct process and that is why now the process is starting again. What I am struggling to understand is why now, with no further consultation, you are listing the 0.4sq.m triangle as part of this process when you specifically stated that it would be part of a separate process? I am also struggling to understand the need for this 0.4sq.m triangle, the report you refer to doesn't identify if the B99 vehicle has sufficient width to enter 75-77 Webb St, especially considering this is the only access to Tony's home - where as a B99 can access 73 Webb and George St from Webb St and George St respectively. At the Council meeting you argued the triangle would increase access by over 2m - whereas it only increases it by 23cm. This seems really misleading.

From someone who works for Local Government I find this whole process slightly unbelievable and concerning. From our initial interaction with you where you proposed options to give the NUA land to those parties that are unlawfully staking a claim to it, to the numerous communications you have made (as evidenced by the statement above) where you provide advice and a commitment and then not follow through on this. We then find out that the process is starting again because Council did not follow the correct process, it really questions my trust in Council and the Officers undertaking this process. It almost feels like it might have been a convenient mistake...

Attachment 2 - Attachment 2 - Submission from Greg Rodwell

If you could please provide clarity on my questions above and provide some sense of assurity to the process and our rights as rate paying residents that would be greatly appreciated.

Regards,
Greg Rodwell
75 Webb Street Fitzroy

8.6 Proposal to Declare Land Abutting Sandeman Place Fitzroy as Public Highway

Reference	D21/182806
Author	Ivan Gilbert - Group Manager Chief Executive's Office
Authoriser	Group Manager Chief Executive's Office

Purpose

1. For Council to consider whether to declare the hiatus land and referenced parcel of common property at the southern end of Sandeman Place, Fitzroy (**Subject Land**) to be a public highway pursuant to section 204(1) of the *Local Government Act 1989* (**Act**).

Critical analysis

History and background

2. Factual background

2.1 The Subject Land is shown as the hatched area on the plans attached (refer ***Attachment 1*** Copy of Public Notice) to this Report and includes:

2.1.1 the 'hiatus land' not contained in any certificate of title, shown hatched on the plan at Figure A (**Hiatus Parcel**); and

2.1.2. part of the common property on registered plan of strata subdivision no. SP023103J at 75-79 Webb Street, Fitzroy, being part of the land contained in certificate of title volume 12137 folio 050, shown hatched on the plan at Figure B (**Webb Parcel**).

2.2 Sandeman Place is a bluestone laneway of approximately 4 metres in width that provides vehicular and pedestrian access to the rear of the properties at 174-178 George Street and 75-79 Webb Street, Fitzroy, from Charles Street, Fitzroy. The laneway comes to a dead-end at its southern end approximately 5.16 metres south of the northern boundary of 174-178 George Street where it abuts the Hiatus Parcel.

2.3 In March 2020, the lot owners of 75-79 Webb Street (**Webb St Owners**) sought assistance from Council because the lot owners of 174-178 George Street (**George St Owners**) erected a fence and steel gates that extended through, and enclosed a significant portion of, the Hiatus Parcel (**2020 Fence**). The Webb St Owners assert that the 2020 Fence substantially interferes with their ability to execute turning movements into and out of the common property 75-79 Webb Street so that they can exit Sandeman Place with vehicles in a forward direction (refer photograph on page 5 of ***Attachment 2***).

2.4 Council officers are satisfied that the Hiatus Parcel was historically used to accommodate vehicular and pedestrian traffic from both 174-178 George Street and 75-79 Webb Street, Fitzroy, from at least 2009 until the erection of the 2020 Fence and, in all likelihood, far longer. On this basis, Council officers are satisfied that the Hiatus Parcel is a 'right of way' within the meaning of the Act and, therefore, constitutes a 'road' within the broad meaning specified in the Act, in respect of which Council is entitled to consider making a declaration pursuant to section 204(1) of the Act. Officers note, however, that the George St Owners assert that part of the Hiatus Parcel has been continuously and exclusively possessed by them, the implication being that it is not a 'road' for the purposes of the Act.

2.5 The Webb Parcel also appears as part of the navigable section of Sandeman Place and has been used for vehicular access to the common property at the rear of 75-79 Webb Street, Fitzroy, since at least 2009. The Webb Parcel has been included as part of the Subject Land to ensure uninhibited vehicular access to the rear of 73 Webb Street and 75-79 Webb Street, based on an Engineering Report commissioned by Council (see ***Attachment 2*** Engineering Report) which revealed that the Webb Parcel is required to be maintained as part of the laneway to ensure that a B99 design vehicle can proceed to the termination (southern boundary) of the Subject Land.

2.6 If Council resolves to declare the Subject Land to be a public highway under section 204(1) of the Act, the Subject Land will become a 'public road' under section 17(1)(c) of the *Road Management Act 2004* (**RMA**) and must be included on Council's Register of Public Roads in accordance with s 17(2) of the RMA.

3 Previous decisions

3.1 Council, at its meeting of 20 July 2021, resolved to commence the statutory processes under sections 204(1), 207A and 223 of the Act to declare the Subject Land a public highway.

3.2 On 3 September 2021, Council published a notice in The Age:

3.2.1 giving notice that Council proposes to declare the Subject Land a public highway under section 204(1) of the Act; and

3.2.2 inviting submissions under section 223 of the Act by 1 October 2021 (see ***Attachment 1*** Copy Public Notice);

3.3 Additionally, by letters served by Registered Post and letters hand delivered to occupiers, Council issued copies of the public notice to the owners and occupiers of the properties likely to be affected by the proposed declaration of the Subject Land as a public highway.

4. Public consultation

4.1 Council received two written submissions in response to its public notice published pursuant to s 223 of the Act. These are discussed below.

4.2 *Submission one – one of the Webb St Owners*

4.2.1 One of the Webb St Owners sent an email to Council officers raising concerns regarding the necessity of including the Webb Parcel as part of the Subject Land.

4.2.2 While this response did not specifically identify that it was a submission made under s 223 of the Act, given that it was received during the period for submissions, Council is treating it accordingly. Further, the response did not expressly oppose or support the proposed declaration, however it is nonetheless appropriate to consider its content and address the issues that it raises.

4.2.3 Following a process under s 204(1), 207A and 223 of the Act provides transparency associated with the proposed declaration and ensures the integrity of the decision-making process.

4.2.4 With respect to the purpose of including the Webb Parcel as part of the Subject Land, as noted at paragraph 2.4 above, this is to ensure uninhibited vehicular access by B99 design vehicles to the termination (southern boundary) of the proposed public highway.

4.3 *Submission two – the George St Owners*

4.3.1 Council received a submission from the legal representative of the Owners Corporation Plan no. RP015268 and the owners of units 1-4 of 174-178 George Street (being the 'George St Owners'). The submission opposed the proposed declaration to the extent that it included in the Subject Land the part of the Hiatus Parcel shaded in yellow in the diagram (refer ***Attachment 3***). (**Opposed Parcel**).

4.3.2 By way of summary, this submission raised the following matters in opposition to the inclusion of the Opposed Parcel within the proposed declaration:

(a) the George St Owners assert that the Opposed Parcel has been continuously and exclusively used and occupied by them and their predecessors for at least 40 years, for car parking purposes. The assertion is that the George St Owners are now the legal owners of the Opposed Parcel based on the doctrine of adverse possession and, by inference, the Opposed Parcel is not a 'road' which is capable of a public highway declaration. Such occupation is the basis for the George St Owners claiming the legal right to erect the 2020 Fence;

(b) the Opposed Parcel is not '*reasonably required for general public use*' and, on that basis, Council cannot reasonably declare the Opposed Parcel to be a public highway under s 204(1) of the Act; and

(c) based on their asserted legal ownership of the Opposed Parcel, the George St Owners are entitled to apply to the Registrar of Titles to amend the title boundaries of the relevant folios comprising 174-178 George Street, to incorporate the Opposed Parcel within those parcels.

The submission did not raise any matters for consideration in respect of the Webb Parcel or the balance of the Hiatus Land (excluding the Opposed Parcel).

4.3.3 Council officers provide the following comments in response to the submissions made by the George St Owners:

(a) Adverse possession / ownership claim

(i) The Opposed Parcel is 'hiatus land' and does not have a title or registered proprietor.

(ii) The onus is on the George St Owners to prove that they are entitled to be registered as owner of the fee simple estate in the Opposed Parcel based on the doctrine of adverse possession. This requires the George St Owners to prove that they have accrued at least 15 years of continuous and exclusive possession of the Opposed Parcel, to the exclusion of all others, prior to the Opposed Parcel becoming a road. Once the Opposed Parcel became a road, the George St Owners would need to show 30 years of continuous and exclusive possession to obtain a legal title free from the road status. No evidence has been provided to Council by the George St Owners to support their assertions.

(iii) Aerial images of the Subject Land obtained by Council show that prior to erection of the 2020 Fence, the Opposed Parcel was openly accessible to third parties via Sandeman Place (refer ***Attachment 2***). This evidence contradicts the George St Owners' claims that they have been in exclusive and continuous possession of the Opposed Parcel, to the exclusion of all others, for any period longer than approximately 20 months.

(iv) A number of the Webb St Owners (two) have provided statements to Council in which they state that they (and their predecessors) have been accessing and using the Opposed Parcel for some 30 years prior to erection of the 2020 Fence for the purpose of vehicle movements and using that land for access between Sandeman Place and the common property at the rear of 75-79 Webb Street. This evidence contradicts the George St Owners' claims that they have been in exclusive and continuous possession of the Opposed Parcel, to the exclusion of all others, for any period longer than approximately 20 months.

(v) Although it is not free from doubt, the evidence provided and available to Council indicates that the George St Owners have not accrued rights of adverse possession over the Opposed Parcel and, therefore, are not the legal owners of the Opposed Parcel.

(b) Whether the Opposed Parcel legally form part of the proposed declaration

(i) Section 204(1) of the Act does not expressly require that Council make a decision that a road is 'reasonably required for general public use' before it can declare that road to be a public highway.

(ii) However, as the effect of declaring the Subject Land to be a public highway is that it will be:

A) *'open to the public for traffic as a right, irrespective of whether the road is in fact open to traffic'* (section 3(1) of the Act); and

B) a 'public road' for the purposes of the RMA (section 17(1)(c) of the RMA),

the relevant issue for determination by Council is whether the Subject Land is reasonably required for public use. Council must act reasonably and consider all relevant considerations in reaching its decision.

(iii) Officers consider that it is open to Council to consider declaring the Subject Land to be a public highway, for the reasons set out at paragraph 2.3 and 2.4 above.

(iv) Officers propose that it is reasonable to declare the whole of the Subject Land (including the Opposed Parcel) to be reasonably required for public use and a public highway under the Act, having regard to the following:

A) adjoining landowners have stated that the whole of the Subject Land is needed to facilitate vehicular and pedestrian access to 174-178 George Street, 73 Webb Street and 75-79 Webb Street, Fitzroy. The factual basis of

these statement is supported by the swept path diagrams in the Engineering Report commissioned by Council (see **Attachment 2.);**

B) it is not fatal to Council's decision that members of the public (other than adjoining landowners) may not have been using the Subject Land to date, as the purpose of the proposed declaration is to crystallise the rights of the public so that they are protected into the future. Officers consider that it is essential that the Subject Land be open for general public use, so that Sandeman Place is safely and properly navigable to members of the public who use it (as they are entitled to do);

C) the fact that Sandeman Place is a dead-end laneway does not necessarily mean that it is not reasonably required for public use going forward;

D) officers consider that the whole of the Subject Land is required for traffic management purposes, to facilitate the functionality of Sandeman Place as a laneway accessible to vehicles. The Opposed Parcel, in particular, is required to this end, as it is essential for the turning of vehicles at the southern end of Sandeman Place, consistent with its use over a number of years prior to the erection of the fence and gates by the George St Owners. In short, without the Opposed Parcel being included in the declaration, the ability of vehicles to use the balance of the Subject Land would be limited from a traffic management and functionality standpoint; and

E) the proposed declaration does not appear to interfere with any property rights of the George St Owners, for the reason set out at paragraph (a)(v) above.

(v) Officers do not agree with the George St Owners' assertion that the declaration of the Opposed Parcel as a public highway would be contrary to the objectives of the RMA or the Act. Rather, such declaration serves the objectives of the relevant legislation, including the following objectives/principles of:

A) achieving the best outcomes for the municipal community, including future generations (section 9(2)(b) of the Act);

B) establishing a system for the management of safe and efficient public roads that best meet the needs and priorities of State and local communities (section 4(2)(b) of the RMA); and

C) providing for the protection of roads against damage and interference (section 4(2)(k) of the RMA).

(c) The George St Owners' proposal to obtain title to the Subject Land

With respect to the intention of the George St Owners to amend their titles to incorporate the Opposed Parcel, given that there is evidence that they have not historically enjoyed continuous and exclusive possession over the Opposed Parcel, it is suggested that an application of this kind is unlikely to succeed. Council should also object to any such application on the basis that the Opposed Parcel is a 'road' for the purposes of the RMA.

Discussion

5. Following general discussion on the matter, the process has been subject to a statutory requirement.

Options

6. For Council to determine on the matter of declaring the subject parcels of land as public highway.

Community and stakeholder engagement

7. The statutory advertisement process enabled community / stakeholder engagement.

Policy analysis

Alignment to Community Vision and Council Plan

8. Not relevant to this report.

Climate emergency and sustainability implications

9. Not relevant to this report.

Community and social implications

10. A Council determination will provide clarity to the status of currently, hiatus land.

Economic development implications

11. Not relevant to this report.

Human rights and gender equality implications

12. Not relevant to this report.

Operational analysis

Financial and resource impacts

13. If the subject land is declared to be public highway, Council will be responsible for appropriate maintenance of the road.

Legal implications

14. The consideration and processing of the matter has been addressed in accordance with legislative requirements.

Conclusion

15. That Council, having given public notice of its proposal to declare the road shown hatched on the plan in the relevant public notice (**Subject Land**) as a public highway under section 204(1) of the *Local Government Act 1989* (**Act**), and having considered all submissions in response to that notice:

    15.1 resolves to declare the Subject Land to be a public highway pursuant to section 204(1) of the Act, for the reason that the whole of the Subject Land is required for public use;

    15.2 authorises the publishing of a notice in the *Victoria Government Gazette* declaring the Subject Land to be a public highway pursuant to section 204(1) of the Act; and

    15.3 notifies submitters in writing of its decision and the reasons for the decision.

RECOMMENDATION

1. That Council, having given public notice of its proposal to declare the road shown hatched on the plan in the relevant public notice (**Subject Land**) as a public highway under section 204(1) of the *Local Government Act 1989* (**Act**), and having considered all submissions in response to that notice:

    (a) resolves to declare the Subject Land to be a public highway pursuant to section 204(1) of the Act, for the reason that the whole of the Subject Land is required for public use;

    (b) authorises the publishing of a notice in the *Victoria Government Gazette* declaring the Subject Land to be a public highway pursuant to section 204(1) of the Act; and

    (c) notifies submitters in writing of its decision and the reasons for the decision.

Attachments

1 Attachment 1 - Copy of public notice published in The Age

2 Attachment 2 - Engineering Report (Triangle)

3 Attachment 3 - Diagram of Opposed Parcel

Attachment 3 - Attachment 3 - Background Information - Report from 7 December 2021

38 THE AGE FRIDAY, SEPTEMBER 3, 2021

SPORT
RACING

TAB CODE MR BENDIGO

SELECTIONS: TIM HABEL

TRACK GOOD (4)
RAIL OUT 9M

DAILY DOUBLE 7 and 9 EARLY QUADDIE 2, 3, 4 and 5 QUADDIE 6, 7, 8 and 9 TREBLE 7, 8 and 9 BIG6 4, 5, 6, 7, 8 and 9 CIRCUMFERENCE 1994m STRAIGHT 400m

1-12.30 Bendigo Mazda Plate 1100m

(3yo & up Maiden SW. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-		MAGNETIC PRINCE (17)	D Moor	Daniel Bowman	58.5	41.00
2-		BIG TIME GIRL (18)	D Lane	M Ellerton & S Zahra	57.5	16.00
3-	6x3	FIRE (2)	F W Kersley	M, W & J Hawkes	57	3.30
4-	9x	FLY ON BYE (5)	L Currie	Mat & Lee Kavanagh	57	4.40
5-	2x	IMMINENT RISK (13)	J Allen	D T O'Brien	57	11.00
6-		MIDNIGHT DREAM (3)	J Fry	Shay Keating	57	126.00
7-		PINDARI POINT (9)	D Bates	Archie Alexander	57	11.00
8-	x265	RED HOT NICC b (15)	B Allen	P Stokes	57	31.00
9-		SERENAUR h (6)	L Riordan	Brent Stanley	57	26.00
10-		SPIRIT OF PEPIN (7)	A Kelly (a)	[illegible]	57	51.00
11-	6x	JOSEYLIN h (11)	D Stackhouse	Ben & J D Hayes	55	4.00
12-		TOPEKA (4)	Dean Holland	T & C McEvoy	55	10.00
		EMERGENCIES				
13-	x372	STRAD (12)	J Mott	J T Gordon	58.5	21.00
14-	2x48	SWEET HOME ALABAMA (10)	L King (a)	L & T Corstens	57.5	23.00
15-	0426	WILDFIRE ROSE (1)	A Bryan (a2)	E W Nichols	57.5	71.00
16-	98x3	RAIN BOY (8)	J Hill	P & P Snowden	57	31.00
17-	5	FACE THE JURY (14)	D Thornton	D R Bridgeoake	55	31.00
18-	7x	SIAMESE (16)	—	Ben & J D Hayes	55	34.00

SELECTIONS: FIRE 1, Joseylin 2, Fly On Bye 3, Imminent Risk 4

2-1.00 Adroit Bendigo Plate 1300m

(3yo & up Maiden SW. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	0S5x	KWOI HOI (2)	D Moor	C I Brown	58.5	21.00
2-		VAYAMOS (15)	J Allen	Henry Dwyer	58.5	21.00
3-		BALSAMIC VINEGAR (5)	J Mott	G Eurell	57.5	10.00
4-	3256	ROSE CUVEE (13)	C Parish	Kylie Vella	57.5	28.00
5-	442x	ROSE DIOR (16)	Scratched	Gavin Bedggood	57.5	—
6-		CERBERUS (3)	D Lane	A & S Freedman	57	10.00
7-	3	OBFUSCATION (12)	J Childs	M Price & M Kent Jnr	57	2.20
8-	43x3	TREPORTI (7)	B Allen	D T O'Brien	57	5.00
9-		WESTBROOK (4)	Dean Holland	L & T Corstens	57	12.00
10-		CERES MIST (11)	D Stackhouse	Ben & J D Hayes	55	16.00
11-		GENUINELY (17)	Scratched	John McArdle	55	—
12-		POETIC DRAMA (10)	F W Kersley	M, W & J Hawkes	55	12.00
		EMERGENCIES				
13-	4x5	BETTER TOMORROW (18)	C Atkinson	Henry Dwyer	58.5	31.00
14-	534x	LUNCH IN BIARRITZ (6)	J Hill	N A Blackiston	58.5	28.00
15-	5x67	SILVER BOOTS (14)	D Thornton	L & T Corstens	57	14.00
16-	9	LASTAR (5)	L Currie	T & C McEvoy	57	8.00
17-	8	OUR DUKE (1)	J Fry	Shay Keating	57	126.00
18-	9x0	AVENEL GREY (8)	P Moloney	Saab Hasan	58.5	126.00

SELECTIONS: OBFUSCATION 1, Treporti 2, Rose Cuvee 3, Lastar 4

3-1.30 The Bendigo Cleaning Co. Plate 1400m

(3yo Maiden SW. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-		BALZANDO (2)	F W Kersley	M, W & J Hawkes	58	9.00
2-	9	COUNTRY'S LIGHT (3)	T Stockdale (a)	Tatjana Rudetskiy	58	14.00
3-		GUIDED MUSCLE (13)	J Mott	M D Moroney	58	11.00
4-	9x3	GULINGI (10)	N Punch	[illegible]	58	17.00
5-	5	HEZAGEM (1)	L Currie	T & C McEvoy	58	6.50
6-	5x	MAGIC NIKEY (5)	D Bates	S Foster	58	151.00
7-	3x23	MICRO (4)	D Lane	James Cummings	58	2.40
8-	4x	PHERE THE EX (15)	D Stackhouse	Ben & J D Hayes	58	15.00
9-		SHABALALA (8)	J Allen	D T O'Brien	58	9.00
10-	6	SKY WARRIOR (6)	D Thornton	L & T Corstens	58	14.00
11-		YOU BETCHA WOO (9)	Scratched	Robert Hickmott	58	—
12-		COMMANDO DRIFT (14)	J McNeil	D T O'Brien	56	18.00
		EMERGENCIES				
13-	7	LULU'S HALO (12)	H Coffey	Ben & J D Hayes	58	34.00
14-	6	HETTINGER (7)	J Childs	M D Moroney	58	51.00
15-	8x57	KARATEMISS (11)		M Ellerton & S Zahra	58	26.00
16-	88x3	FORGOT YOU (19)	Scratched	Tibauds & N Tong	58	—

SELECTIONS: MICRO 1, Hezagem 2, Shabalala 3, Sky Warrior 4

4-2.00 The Big Screen Company Plate 1500m

(3yo & up Maiden SW. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	0	BOLD TROPIC (3)	W Price (a)	Dan O'Sullivan	59.5	101.00
2-	4x75	INTERNATIONAL GEM (4)	T Stockdale (a)	Tatjana Rudetskiy	59.5	23.00
3-	32x5	MISTA SIZZLE (15)	D Lane	M Ellerton & S Zahra	59.5	3.60
4-	48x5	MITCHELLS FALLS (1)	Dylan Dunn	C W McDonald	59.5	8.00
5-	28	MOXATATION (13)	D Bates	Nathan Hobson	59.5	6.50
6-	9x2	ADDENDA (2)	E Parish	G Eurell	57.5	5.00
7-	38x8	DJOUNIE (8)	D Thornton	M Ellerton & S Zahra	57.5	6.50
8-		FAZZABEEL (9)	D Stackhouse	O J Waller	57	6.50
9-	0x	GRINZINGER KING (5)	Scratched	D T O'Brien	57	—
10-	4x5	MAN OF HEART b (17)	Scratched	D T O'Brien	57	—
11-	00	STARK RAVING (11)	L King (a)	L & T Corstens	57	17.00
12-		ROSABEEL (14)	J McNeil	Tibauds & N Tong	55	18.00
		EMERGENCIES				
13-	7	MOONSHINE FLY h (7)	H Coffey	Joshua Julius	59.5	81.00
14-	86	VIDOMA h (6)	M Lloyd (a)	P A Banks	59.5	51.00
15-	55x8	DUNHILI (12)	J Richards (a1.5)	R J Bosanko	59.5	51.00
16-	78x0	KING OF AVALON (16)	D Moor	M Ellerton & S Zahra	59.5	81.00
17-	7980	ROCKARENTE (16)	T Hopo (a)	Ms D Loos	57.5	101.00
18-	0590	STAR OF THE ELMS (10)	—	Saab Hasan	59.5	61.00

SELECTIONS: ADDENDA 1, Mista Sizzle 2, Fazzabeel 3, Moxtation 4

5-2.30 Bet365 Drift Protector (B58) 2400m

(3yo & up Benchmark 58. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	8642	BRILLIANT VENTURE w (13)	D Thornton	M Ellerton & S Zahra	64	5.00
2-	2541	MONGOLIAN PRIDE (8)	L Riordan	Robert Hickmott	63.5	18.00
3-	2031	VILANCULOS cw (7)	J Allen	D T O'Brien	62.5	3.60
4-	6681	CHOCWEDGE w (1)	P Moloney	C Little & M Lindsey	61.5	6.00
5-	1354	DANCING DUCK w (11)	M Poy	Russell Osborne	61	7.00
6-	5112	FULL KNOTS AHEAD w (5)	C Newitt	Sigrid Carr	61	11.00
7-	0057	PETTICOAT JUNCTION w (4)	W Price (a)	Amy McDonald	60.5	10.00
8-	8583	DENTE d (8)	D Bates	D S Archard	59	13.00
9-	x806	STAYAWAKE w (12)	J Mott	Amy McDonald	59	61.00
10-	4352	STAR WATCHER d (3)	T Bull (a1.5)	P J Roche	57.5	13.00
11-	1588	STRAWBERRY TOPPING wh (10)	M Lawrence (a2)	Jarrad Robinson	57.5	81.00
12-	7797	CITY BY NIGHT w (2)	Z Lloyd (a3)	J Schmidt	54	61.00
		EMERGENCY				
13-	x708	RUZATON dc (6)	E Parish	Tatjana Rudetskiy	54	126.00

SELECTIONS: VILANCULOS 1, Brilliant Venture 2, Dancing Duck 3, Full Knots Ahead 4

6-3.00 Apiam Animal Health (B64) 1100m

(3yo & up Benchmark 64. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	7700	ROLLING MOSS dwn (13)	A Bryan (a2)	Shaun Mathrick	63.5	26.00
2-	9x10	EXCEED TYCOON (1)	D Stackhouse	Ben & J D Hayes	61	12.00
3-	0x27	ZOUTONS th (7)	J Richards (a1.5)	B C Pearce	60.5	6.00
4-	5082	BETTER KICK (5)	Scratched	S J Richards	59.5	—
5-	14	HO HO PRINCE (9)	W Price (a)	Dan O'Sullivan	59.5	7.50
6-	x522	SMILER MARSHALL (8)	D Thornton	Symon Wilde	59	4.80
7-	65x4	MAY CLIFFY h (4)	H Coffey	A G Pepe	58.5	34.00
8-	0131	NO SHAME cdv (10)	Scratched	Richard Laming	58.2	—
9-	635x	BREASLEY (14)	D Moor	Tibauds & N Tong	58	9.50
10-	1050	NORBU dw (2)	Z Spain	B J Goodwin	57.5	34.00
11-	526x	CIRCLE OF MAGIC d (12)	L Currie	Mat & Lee Kavanagh	57	3.00
12-	712x	BELLARINA MAGIC (6)	D Eaton	Ben Brisbourne	56.5	6.50
		EMERGENCIES				
13-	1400	RAAZOU (11)	Dean Holland	L & T Corstens	57.5	34.00
14-	x081	UNSHACKLED dw (9)	Scratched	Luke Oliver	64	—

SELECTIONS: CIRCLE OF MAGIC 1, Smiler Marshall 2, Ho Ho Prince 3, Zoutons 4

LEGEND: t Won at track. c Won here this distance. d Won this distance on another course. w Won on rain affected going. n Won at night. x Spell of three months. b Beaten favourite last start. h Home track. D Disqualified. F Fell. P Pulled up. L Lost rider.

7-3.30 Catanach's Jewellers (B64) 1100m

(3yo & up Benchmark 64. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	6011	EL FABIO w (9)	M Lawrence (a2)	Kylie Vella	61	7.50
2-	512x	MY BOY NICK cbh (10)	L McNeil (a1.5)	J Walsh	61	13.00
3-	490x	SALTPETER dw (6)	J Childs	J F Maloney	60	11.00
4-	15x6	DRY CREEK ROAD dw (11)	J Fry	Ms G Johnstone	59.5	38.00
5-	7x25	LANI BANG BANG dw (8)	W Egan	Luke Oliver	58.5	4.80
6-	x613	PAL'S REWARD h (7)	J Noonan	K Hano	58.5	16.00
7-	4x66	PREDETERMINED (4)	J Allen	L & T Corstens	58	4.40
8-	x705	ROCKCLIFF w (3)	L Currie	R J Bosanko	57.5	19.00
9-	343x	SAHARA SONG (5)	D Moor	M Ellerton & S Zahra	57	10.00
10-	x221	VELICINA dw (2)	B Higgins	Matthew Brown	57	15.00
11-	19x2	VIRTUE (14)	B Allen	P Stokes	57	7.00
12-	x133	TURNSTAR w (1)	Dean Holland	M, W & J Hawkes	56.5	6.50
		EMERGENCIES				
13-	9x30	RANSOM TRUST dwh (12)	H Coffey	Joshua Julius	55.5	23.00
14-	4010	WHOSYOURHOUSEMATE dw (13)	—	Jason Scimone	57.5	41.00

SELECTIONS: LANI BANG BANG 1, Virtue 2, El Fabio 3, Predetermined 4

8-4.00 Smartline Bendigo (B64) 1600m

(3yo & up Benchmark 64. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	x357	CAPODANNO d (9)	J Richards (a1.5)	Shea Eden	61	5.50
2-	7x00	LEGENDA dw (12)	A Lynch	Jim Conlan Jnr	60	21.00
3-	2260	BIG BREW dw (4)	L Currie	Mat & Lee Kavanagh	59	18.00
4-	6031	BRUNO STARS dw (7)	T Bull (a1.5)	P A Preusker	59	12.00
5-	65x7	MURGANELLA c (8)	D Moor	M Ellerton & S Zahra	59	4.80
6-	6x59	VUNI (3)	W Egan	Luke Oliver	59	21.00
7-	65x5	LUCKY PLUTUS w (2)	H Coffey	Andrew Bobbin	58.5	12.00
8-	2109	SILVER LAKE w (1)	J Mott	D R Bridgeoake	58	8.00
9-	2002	THE ENZO d (5)	J Fry	Neilsen Kisbee	58	6.50
10-	x153	SAINT TROPEZ w (6)	J Bowditch	Lloyd Kennewell	57	5.90
11-	37x8	LADY DEVEREAUX w (13)	J Childs	C W McDonald	56	28.00
12-	6067	MAKE MINE HENNESSY dv (11)	Scratched	Saab Hasan	54.5	—
		EMERGENCY				
13-	6551	TOFFEE DOLL dw (10)	J McNeil	L & T Corstens	59.5	3.70

SELECTIONS: MURGANELLA 1, Silver Lake 2, Saint Tropez 3, The Enzo 4

9-4.30 Bendigo Magazine (B64) 1300m

(3yo & up Benchmark 64. Apprentices can claim)
Prizemoney: $35,000; 1st $19,250; 2nd $6300; 3rd $3150; 4th $1750; 5th $1050.

No	Form	Horse	Jockey	Trainer	Weight	Price
1-	1284	VELDARB w (1)	K Quilty (a3)	D J McCarthy	64	7.50
2-	8321	SPANISH POET tw (13)	L McNeil (a1.5)	P F Maher	62	15.00
3-	1x07	JIMENEZ dw (6)	J Noonan	D J Arnold	61.5	15.00
4-	x17x	REQUITED w (12)	J McNeil	Amy & Ash Yargi	61	19.00
5-	x752	REVLIS cdw (16)	Dean Holland	P A Preusker	61	16.00
6-	1x44	BONJOUR dw (11)	J Bowditch	P A Preusker	60.5	23.00
7-	4425	MARKETING dw (4)	C Newitt	Ray Matthews	60	16.00
8-	127	ROCKRIBBED b (15)	J Allen	C Maher & D Eustace	60	2.50
9-	7033	MADAM SUPERIOR h (2)	J Muskett	Cordoba & Gaskin	59.5	21.00
10-	6610	MONA DREAM w (3)	W Price (a)	P Stokes	59	11.00
11-	39x1	TOYZ ON FIRE w (14)	Scratched	T & C McEvoy	59	—
12-	248x	HOT IN PARIS t (8)	D Thornton	L & T Corstens	58	6.00
		EMERGENCIES				
13-	41x4	DANNY'S ST DARCI wbn (18)	D Bates	Archie Alexander	55	11.00
14-	1	ELUSIVE EXPRESS w (7)	D Lane	A & S Freedman	55	3.80
15-	x227	JAY GATSBY wb (17)	D Stackhouse	Ben & J D Hayes	59.5	9.00
16-	3x05	DUNE FIELD dw (9)		Jamie Edwards	59	31.00
17-	0076	HASSLEFREE cdw (5)	J Fry	Ms K Durden	59	34.00
18-	18x7	DANBANA w (10)	A Kelly (a)	N A Blackiston	59	81.00

SELECTIONS: VELDARB 1, Revlis 2, Spanish Poet 3, Hot In Paris 4

TAB CHECK

To avoid error, TAB investors should check numbers with the official lists of the fields at TAB agencies. Lists published in newspapers are not official.

Public Notices

I, Sandeep Kaur wife Manpreet Singh, currently reside in 1/9 Darebin court Truganina have changed our son's name from Singh Gurpartap Gill to Kawar Singh Gill.

PRIVATE SECURITY BUSINESS REGISTRATION

Global Security Australia Pty Ltd of 34A Access Way, Carrum Downs Victoria 3201 has made application to the Licensing & Regulation Division for a Private Security Business Registration to provide the services of Security Equipment advising and supply of Security Equipment. Any person wishing to object to the granting of the registration has 14 days from the date of this advertisement to lodge an objection in writing to Licensing & Regulation Division, GPO Box 2807, Melbourne VIC 3001.

CREDITORS, next of kin and others having claims against the estate of any of the undermentioned deceased persons are required to send particulars of their claims to STATE TRUSTEES LIMITED ABN 68 064 593 148, of 1 McNab Avenue, Footscray Victoria 3011, the personal representative, on or before 5 November 2021, after which date State Trustees Limited may convey or distribute the assets, having regard only to the claims of which State Trustees Limited then has notice.

BELENGUER, Ramon Marquez, late of Mooroolbark Residential Aged Care 73A Cambridge St, MOOROOLBARK VIC 3138, pensioner, deceased, who died on 31 May 2021.

HOSKING, Clive Robert, late of Sunnyside Sydenham, 41 Manchester Dr, SYDENHAM VIC 3037, deceased, who died on 19 June 2021.

OSMOND, Debbie, late of 2A Wallace St RESERVOIR VIC 3073, deceased, who died on 12 May 2021.

PELAEZ, Dorothia, late of Westgate Aged Care 4 - 10 William St NEWPORT VIC 3015, deceased, who died on 18 February 2021.

RAISTRICK, Thomas, late of Benetas St Laurence Court 1/2 Dean Street, California Gully CALIFORNIA GULLY VIC 3556, retired, deceased, who died on 28 May 2021.

ROBERTSON, Kenneth Fowler, late of Unit 9 382 Warrigal Rd CHELTENHAM VIC 3192, deceased, who died on 17 May 2021.

SULLEY, John Owen, late of Menarock John Atchison Centre 392-396 Derrimut Rd HOPPERS CROSSING VIC 3029, deceased, who died on 29 May 2021.

27 August 2021

Public Notices

PACKAGED LIQUOR LICENCE APPLICATION

We, DOWNTOWN GROCERY TWO PTY LTD, applied to the Victorian Commission for Gambling and Liquor Regulation on 31 August 2021 for the grant of a packaged liquor licence with remote checkout approval at 649 Glenferrie Road, Hawthorn.

Any person may object to the grant of the application on the grounds that –

• It would detract from, or be detrimental to, the amenity of the area in which the premises are situated, and/or

• It would be conducive to or encourage the misuse or abuse of alcohol

An objection must state the reasons for the objection.

All objections are treated as public documents.

Objections must be made in writing to –

Victorian Commission for Gambling and Liquor Regulation GPO Box 1988 Melbourne VIC 3001

Objections must be made no later than 30 days after the date of this notice.

Creditors, next-of-kin and others having claims against the estate of any of the undermentioned deceased persons are required to send particulars of their claims to State Trustees Limited, ABN 68 064 593 148, of 1 McNab Avenue, Footscray, Victoria 3011, the personal representative, on or before 5 November 2021, after which date State Trustees Limited may convey or distribute the assets, having regard only to the claims of which State Trustees Limited then has notice.

ALCOCK, Wilfred John, late of Estia Aged Care, 41-47 Victoria Street, Ivanhoe, Victoria 3079, Retired, deceased who died on 19 January 2021.

ENGLISH, David William, late of Unit 1 Greendale Lodge, 4 Linden Court, Morwell, Victoria 3840, deceased who died on 4 June 2021.

KENNEDY, Elizabeth Claire, late of Room 97, Estia Health, 34-42 Brockley Road, Moreland, South, Victoria 3336, Retired, deceased who died on 5 May 2021.

LARKIN, Joan Alison, late of Regis Ocean, 393-405 Ocean Avenue, Mildura, Victoria 3500, deceased who died on 17 February 2021.

BENSCH, Yvonne, late of 36 Seaton Dr, DELAHEY VIC 3037, Retired, deceased who died on 19 April 2021.

ROLLO, Barbara Joan, late of 26 Palm Tree Drive, Safety Beach, Victoria 3936, Retired, deceased who died on 14 June 2021.

ZVEKAN, Lalos, late of Unit 38, 221 Southern Road, Heidelberg Heights, Victoria 3081, deceased who died on 27 December 2020.

Dated 30 August 2021

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:
4 Regina Terrace DONCASTER EAST
The application is for a permit to:
1. Construction of a new two-storey dwelling to the rear of the existing dwelling
2. Variation of Restrictive Covenant L016378M (which requires construction of exterior walls to be substantially in brick or brick veneer) to allow for construction of rendered Hebel panels.
The applicant for the permit is: **Fredman Malina Planning Pty Ltd**
The application reference number is: **PLN21/0230**

You may look at the application and any documents that support the application at the office of the Responsible Authority:
Manningham Council 699 Doncaster Road, Doncaster
This can be done during office hours and is free of charge.

Or online at www.manningham.vic.gov.au/planning-applications-portal
Please contact the Statutory Planning Unit on 9840 9471 for any further information on this application.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

An objection must:
• be made to the responsible authority in writing;
• include the reasons for the objection; and
• state how the objector would be affected.

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The responsible authority will not decide on the application before: 17 September 2021

If you object, the responsible authority will tell you its decision. If you have recently sold your property, or are in the process of selling your property, please make the new owner or any prospective purchaser aware of this notice.

Land Acquisition and Compensation Act 1986

FORM 7

S. 21(a)
Reg. 16

Notice of Acquisition
Compulsory Acquisition of Interest in Land

Head, Transport for Victoria declares that by this notice it acquires the following interest in part of the land described in Crown Allotment 21 Section 1 Parish of Colestown, Certificate of Title Volume 03474 Folio 776, comprising a total area of 2.367 hectares and shown as Parcel 109 on Survey Plan SP24259 and Parcel 120 on Survey Plan SP24259 (**the land**).

Interest Acquired: All interests in the land including that of the:
Registered Proprietor: Armstrong Creek Industrial No. 2 Pty Ltd (ACN 125 238 036); and
Mortgagee: Re-Grow Finance Pty Ltd (formerly Re-Grow Holdings Pty Ltd) (ACN 144 792 096)
Published with the authority of Head, Transport for Victoria
For and on behalf of Head, Transport for Victoria
Signed PETA OLIVE
Name Peta Olive
Director, Land Acquisition Transport Property
Dated 7 June 2021

Land Acquisition and Compensation Act 1986

FORM 7

S. 21(a)
Reg. 16

Notice of Acquisition
Compulsory Acquisition of Interest in Land

Head, Transport for Victoria declares that by this notice it acquires the following interest in part of the land described in Lot 2 on Plan of Subdivision 738281K, Certificate of Title Volume 11636 Folio 677, comprising 1.4815 hectares and shown as Parcel 124, Parcel 125 and Parcel 132 on Survey Plan SP24259 (**the land**).

Interest Acquired: All interests in the land including that of the:
Registered Proprietor: Barwon Rise Pty Ltd (ACN 142 034 163)
Published with the authority of Head, Transport for Victoria
For and on behalf of Head, Transport for Victoria
Signed PETA OLIVE
Name Peta Olive
Director, Land Acquisition Transport Property
Dated 7 June 2021

Land Acquisition and Compensation Act 1986

FORM 7

S. 21(a)
Reg. 16

Notice of Acquisition
Compulsory Acquisition of Interest in Land

Head, Transport for Victoria declares that by this notice it acquires the following interest in part of the land described in Lot 1 on Title Plan 036683L, Certificate of Title Volume 10836 Folio 913, comprising 515 square metres and shown as Parcel 49 on Survey Plan SP24259 (**the land**).

Interest Acquired: All interests in the land including that of the:
Registered Proprietor: Hobbs Capital Pty Ltd (ACN 158 841 308)
Published with the authority of Head, Transport for Victoria
For and on behalf of Head, Transport for Victoria
Signed PETA OLIVE
Name Peta Olive
Director, Land Acquisition Transport Property
Dated 7 June 2021

YARRA CITY COUNCIL
PROPOSED PUBLIC HIGHWAY DECLARATION
PUBLIC NOTICE INVITING SUBMISSIONS UNDER SECTION 223

Yarra City Council (**Council**) gives notice under section 204(1) of the *Local Government Act 1989* (**Act**) that it proposes to declare the following parcels of land abutting Sandeman Place, Fitzroy, to be public highways:

(a) the 'hiatus land' not contained in any certificate of title, shown hatched on the plan at Figure A below (**Proposal A**); and

(b) part of the common property on registered plan of strata subdivision no. SP023103J at 75-79 Webb Street, Fitzroy being part of the land contained in certificate of title volume 12137 folio 050, shown hatched on the plan at Figure B below (**Proposal B**).

Figure A:

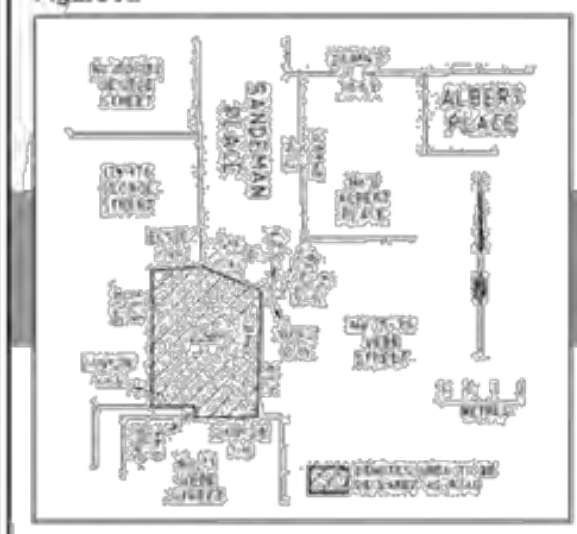
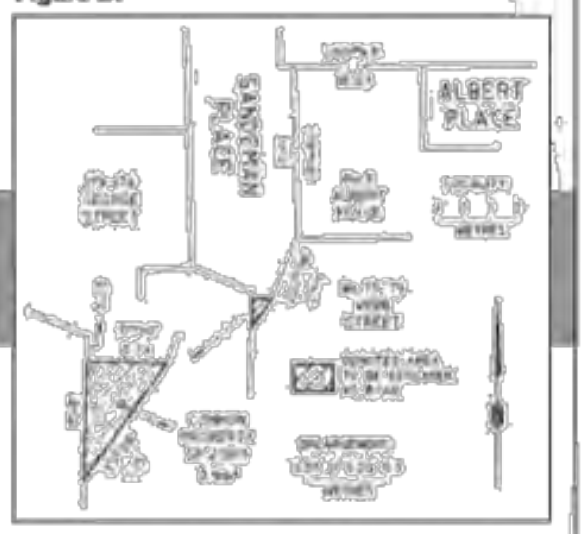


Figure B:



Any person may make a submission on either Proposal A or Proposal B, or on both Proposals A and B.

Any person wishing to make a submission under section 223 of the Act must do so in writing by 1 October 2021.

All submissions will be considered in accordance with section 223 of the Act. Submissions should be addressed to the Chief Executive Officer and described as 'Submission on Proposed Declaration of Public Highway – Sandeman Place', and can be hand delivered to Council's Municipal Office at 333 Bridge Road, Richmond 3121 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.

For more information on the proposal, please contact George Vass on 03 9205 5097 or George.Vass@yarracity.vic.gov.au.

Vijaya Vaidyanath
Chief Executive Officer, Yarra City Council

CITY OF YARRA

MEMO

To:	**George Vass**	
CC:	**Diane Gabriel, Danny Millican**	
From:	**Mark Pisani**	
Date:	**11 May 2021**	
Subject:	**Description:**	**Declaration of Land adjacent to Sandeman Place**
	Site Address:	**South End of Sandeman Place, Fitzroy**

I refer to your request received on 5 May 2021 to provide engineering comment on the declaration of land adjacent to Sandeman Place, Fitzroy. The Engineering Referral team provides the following information:

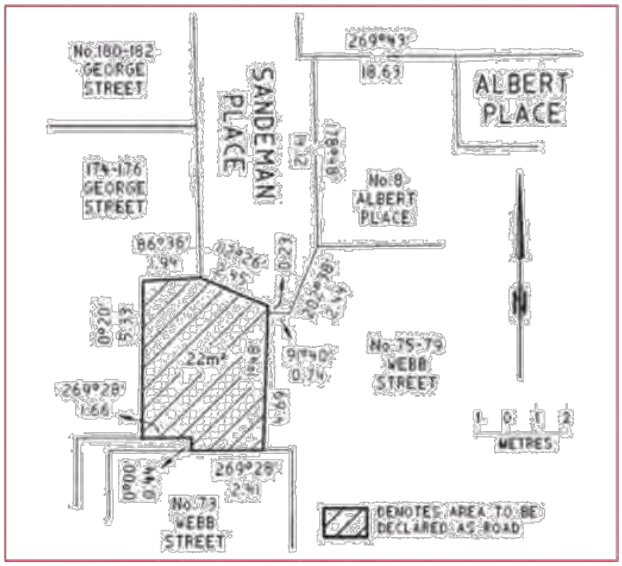
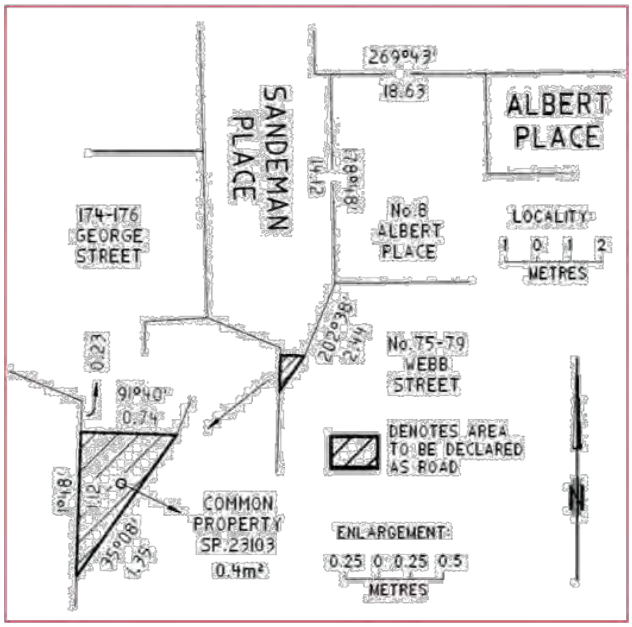
Drawings and Documents Reviewed

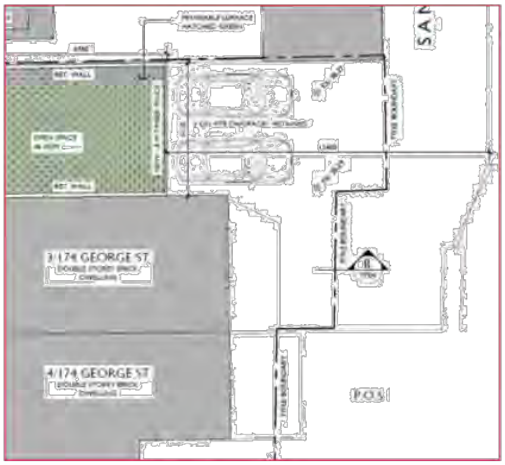
	Drawing No. or Document	Revision	Dated
Lawlor and Loy Vic.	*Plan of Survey*		2 July 2020
Micheli Oldfield Sinton Architects	TP01 *Basement and Ground Floor Plan* 174 George Street, Fitzroy	B	July 2019
Grounds Architecture	A001 *Site/Location Plan* 75 Webb Street, Fitzroy	Endorsed	14 February 2018
Certificate of Title	Vol. 09650 Fol. 169 and Vol. 09650 Fol. 889 75-79 Webb Street, Fitzroy		

Land at Southern End of Sandeman Place

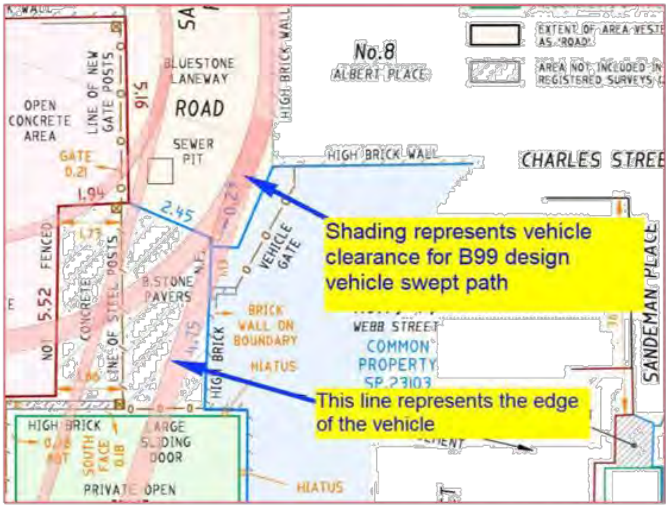
Item	Details
Background	
Sandeman Place, Fitzroy	Sandeman Place is a Council controlled laneway and is listed on Council's *Register of Public Roads*. Commencing from Charles Street, Sandeman Place is aligned in the north-south direction and has a termination at its southern end. The laneway provides vehicular access to 75 Webb Street and 174 George Street. The southern end of Sandeman Place also abuts NUA land ('Not under the Act')* or hiatus land abutting the western boundary of 75-79 Webb Street and northern boundary of 73 Webb Street. Sandeman Place comprises a bluestone pavement with a central invert and has effective carriageway widths ranging from 3.09 metres to 4.07 metres.

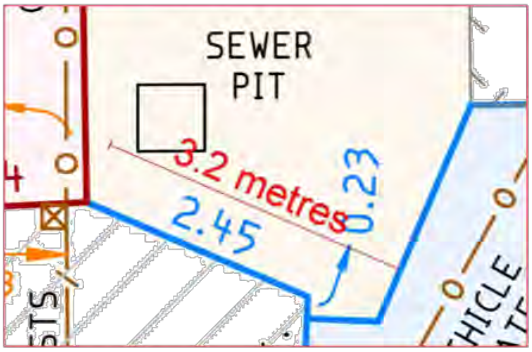
* 'Act' i.e. - *Transfer of Land Act* 1958.

Item	Details
Declaration of Land adjacent to South End of Sandeman Place	In March 2021, Council published a formal notice inviting submissions for the proposal to declare the NUA land at the south end of Sandeman Place as a Public Highway. This parcel of land is an irregular shape, as shown below: 
Declaration of Land adjacent to the NUA Land	Council is considering a proposal to declare a small triangular piece of land on private property adjacent to the NUA land as a Public Highway. The parcel of land has an area of 0.4 square metres and is located on common property within the title of 75-79 Webb Street. Lawlor and Loy Surveyors have provided a plan of the land as shown below: 

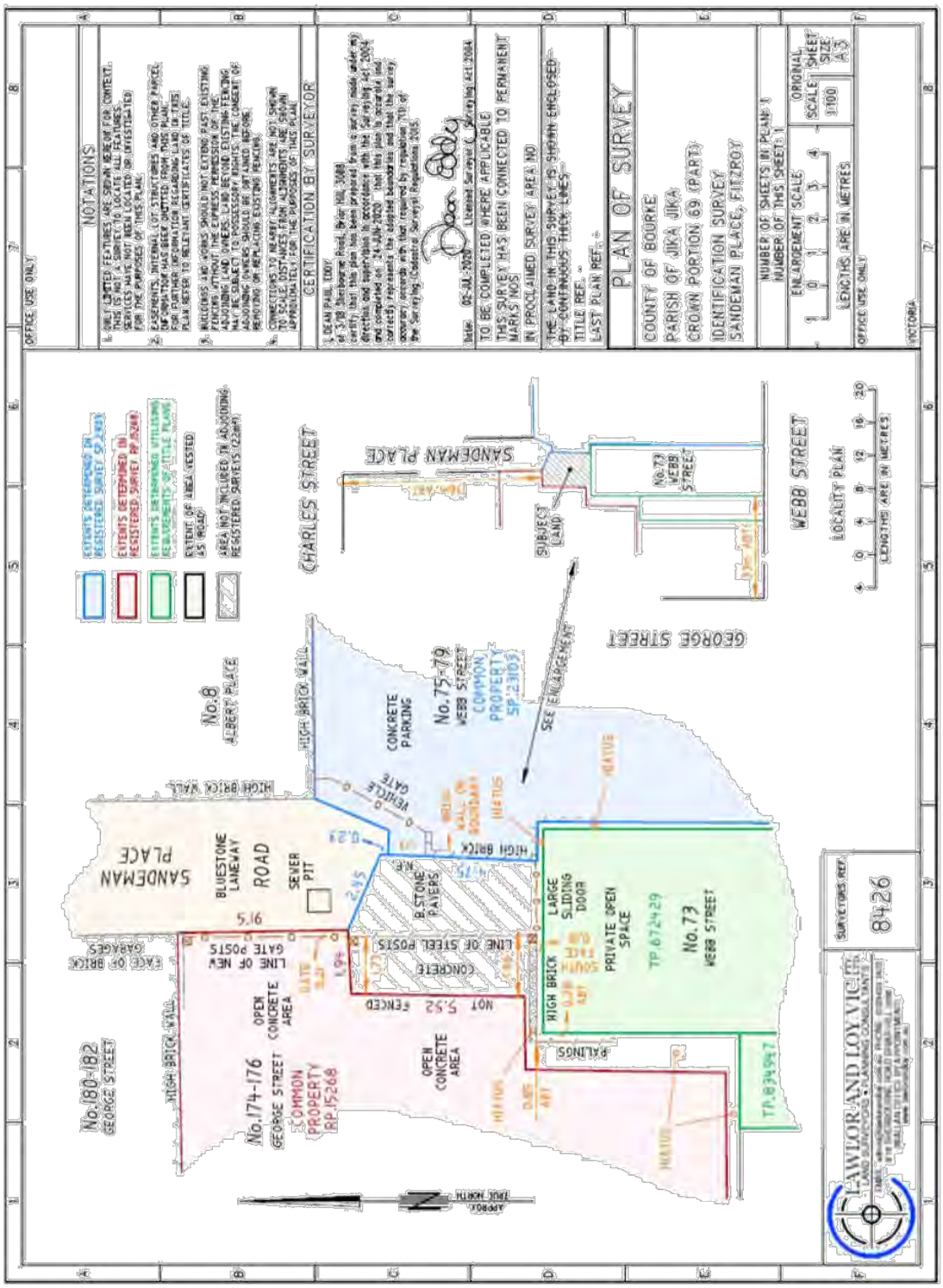
Item	Details
	The acquisition of the triangular parcel of land as a Public Highway would improve access for vehicles to the NUA land, as the 2.45 metre distance of the north east boundary of the NUA is insufficient for satisfactory vehicle access.
Existing Conditions	
Survey Plan prepared by Lawlor and Loy Surveyors	The survey plan prepared by Lawlor and Loy depicts existing features of walls, infrastructure assets and gates, among other things, and are superimposed with the cadastre (please see *Plan of Survey* appended to this memo).
75-79 Webb Street, Fitzroy	The property at 75-79 Webb Street comprises four residential dwellings and an on-site car parking area with four spaces (common property) and is accessed via Sandeman Place. Below is an extract from the endorsed drawings for 75 Webb Street (PLN17/1105), showing the on-site car parking configuration, driveway and vehicular entrance. 
174 George Street, Fitzroy	The property at 174 George Street comprises four residential dwellings with three approved on-site parking spaces. Below is an extract from the advertised plan. Units 3 and 4 do not contain any on-site car parking. 

Item	Details
South End of Sandeman Place Nearmap Aerial Photo Imagery Thursday 11 March 2021	
Site Inspection of Sandeman Place – Thursday 6 May 2021	A site inspection of Sandeman Place was conducted by Council Engineers to note existing conditions and to record a number of measurements. 75-79 Webb Street Abuttal to Sandeman Place The gate servicing 75-79 Webb Street has a width of 3.24 metres – ample for the swept path of a B99 design vehicle. It was observed that the north western boundary of the property is delineated by a trowel line in the pattern paved concrete, as is clearly shown in the photograph below:  The corner of the brick wall shown in the photograph above (where a white outlet pipe can be seen towards the left) marks the precise location of the south west corner of 8 Albert Place – as depicted in the survey undertaken by Lawlor and Loy. The placement of a structure or bollard within the triangular parcel of land would reduce the doorway width of the property's vehicular entrance. 174 George Street Abuttal to Sandeman Place A fence and sliding gate has been constructed along the property's abuttal to Sandeman Place and extends through the NUA land.

Item	Details
	 Above: Abuttal of 174 George Street to Sandeman Place
Engineering Assessment	
NUA Land	The north east noundary of the NUA has a distance of 2.45 metres. This width is considered insufficient for a vehicle to access. An assessment of a vehicle swept path for a B99 design vehicle was undertaken using the Trapeze plan management tool as shown below:  The assessment indicates that in order for a B99 design vehicle to satisfactorily access the NUA land, the triangular parcel of land is crucial for enabling the B99 design vehicle to enter.
Emergency Vehicle Access	Fire Rescue Victoria have publiched guidlelines for emergency vehicular access for firefighting appliances. A firefighting applicance requires an access road to be a minimum of 6.0 metres in width. The geometry of Sandeman Place and its junction with Charles Street would restrict access for a firefighting appliance. In terms of other emergency vehicle access, Sandeman Lane would be suitable for an ambulance or paramedic vehicle (say, the size of a B99 design vehicle).

Item	Details
General Vehicular Access Width of combined NUA Land and Triangular Parcel of Lane	Throughout much of the municipality, many Council controlled laneways have carriageway widths of 3.05 metres – adequate for a B99 design vehicle to traverse. As indicated earlier, a width of 2.45 metres is considered insufficient for adequately accommodating a vehicle. The effective width of the NUA land and triangular parcel of land would result in a combined carriageway width of 3.2 metres. This has been confirmed using Trapeze, as shown below: 
Conclusion	
Summary	In light the above, the declaration of the triangular parcel of land on the property of 75-79 Webb Street is crucial to ensuring that a B99 design vehicle can proceed to the termination (southern boundary) of the NUA land.

Attachment 3 - Attachment 3 - Background Information - Report from 7 December 2021



D:\Declaration of Land adj to Sandeman Place - Engineering comments.docx

Attachment 3 - Attachment 3 - Background Information - Report from 7 December 2021

Annexure A | Opposed Portion

cap\0003_211505_003.docx

Figure A:

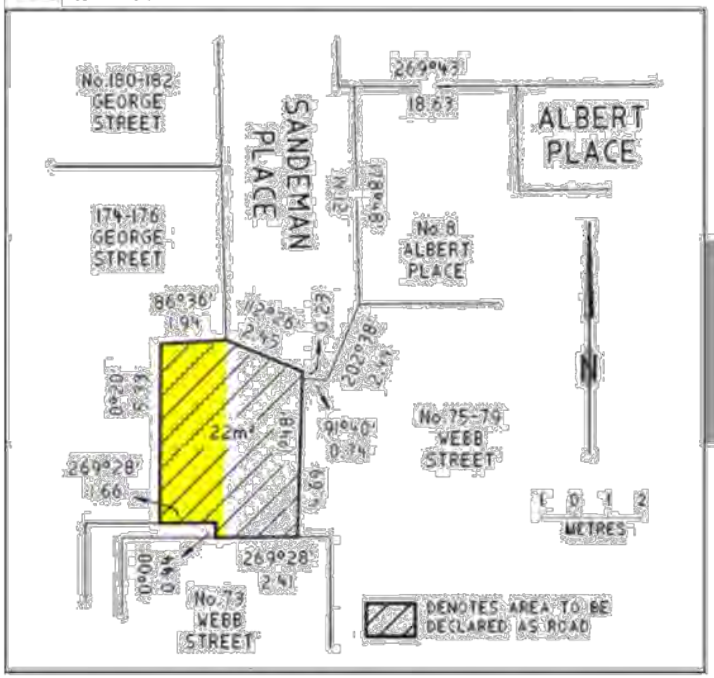
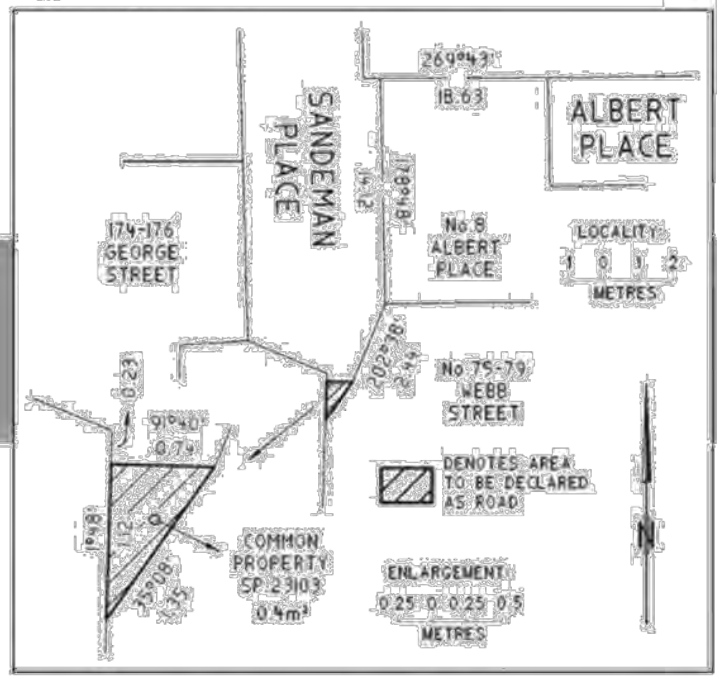


Figure B:



8.2 Yarra City Council Annual Report 2021/2022

Reference	D22/255343
Author	Jessica Matrakis - Communications and Engagement Lead
Authoriser	Group Manager Advocacy and Engagement

Purpose

1. To present Yarra City Council's Annual Report 2021/22 (**Attachment One**), in accordance with the *Local Government Act 2020*.

Critical analysis

History and background

2. The Annual Report 2021/22 has been prepared in accordance with the *Local Government Act 2020* and *Local Government (Planning and Reporting) Regulations 2014*.
3. Council adopted its 2021/2022 Annual Financial Statements, Performance Statement and LGPRF reports at the Ordinary Meeting on 13 September 2022. These documents are incorporated into the presented Annual Report.
4. Under the *Local Government Act 2020* the Annual Report is not required to be submitted to the Minister for Local Government, as it was under the *Local Government Act 1989*. Rather, the Act stipulates that "the Mayor must report on the implementation of the Council Plan by presenting the annual report at a Council meeting open to the public."

Discussion

5. The Annual Report 2021/22 is the first to record Council's progress against the goals and priorities of the six strategic objectives in the *Council Plan 2021-25*. These objectives flow directly from the *Yarra 2036 Community Vision*. The report provides information on:
   (a) Our achievements for the 2021/2022 year;
   (b) Council's finances, performance and governance;
   (c) Progress made on the six objectives in the *Council Plan 2021-25; and*
   (d) The services and projects delivered through Council's 2021/2022 Budget.

Highlights of the year

6. In 2021/22 Council's key highlights included:
   (a) The adoption of the Yarra 2036 Community Vision, guiding Council's planning and decision-making. The process included extensive community engagement, including a deliberative panel of representative Yarra community members;
   (b) Transitioning 18 Council buildings off gas, including childcare facilities, seniors' centres and other community facilities;
   (c) A major upgrade of Richmond's Jack Dyer Pavilion, providing improved facilities, gender-inclusive change rooms, new canteen for local sporting clubs and a flexible community space for broader community use;
   (d) The launch of Open Libraries, providing library members access to Richmond Library and Bargoonga Nganjin North Fitzroy Library outside of ordinary opening hours. 333 library members have joined the program with more than 1,600 visits. This initiative is the first of its kind in metropolitan Melbourne;
   (e) Two new EV (electric vehicle) fast-charging stations in converted parking bays at Collingwood Library, to support the uptake and use of EVs in Yarra;

(f) Owing to Council's advocacy efforts, the State Government announced that the hugely successful Pride Street Party event will stay in Yarra for a further four years, in celebration of our LGBTQIA+ community;

(g) The implementation of an outdoor dining program supporting 130 hospitality businesses to trade safely outdoors. The parklets program enabled businesses to increase their seating capacity, trade and revenue, as well as supporting local jobs and creating more liveable streets;

(h) The 'Rediscover Yarra' program, supporting an extensive series of events and targeted promotion of Yarra's dining, entertainment and shopping precincts; and

(i) A new park in Reid Street Fitzroy North, providing a small green open space with native trees and plants, planter boxes for urban agriculture and seating for community use.

Options

7. Not applicable

Community and stakeholder engagement

8. The Annual Report was developed collaboratively with input from the Strategic Communications and Community Engagement, Advocacy and Partnerships, Corporate Planning, Governance, Finance, Human Resources, Building and Asset Management, Compliance, Aged and Disability, Sustainability, Social Policy and Research, Economic Development and Strategic Planning teams.

Policy analysis

Alignment to Community Vision and Council Plan

9. The Annual Report 2021/22 is the first to record Council's progress against the goals and priorities of the six strategic objectives in the *Council Plan 2021-25*. These objectives flow directly from the *Yarra 2036 Community Vision*.

Climate emergency and sustainability implications

10. Limited copies of the final Annual Report will be printed on Council's preferred 100% recycled paper stock.

Community and social implications

11. The Annual Report includes a translation panel to assist culturally and linguistically diverse members of the Yarra community to access the document in their language.

12. A digital, WCAG (Web Content Accessibility Guidelines)-compliant version of the Annual Report will be made available on Council's website later in 2022, to make the document accessible for all readers.

Economic development implications

13. Not applicable.

Human rights and gender equality implications

14. Not applicable.

Operational analysis

Financial and resource impacts

15. The preparation and publication of the Annual Report is funded within existing Council budgets and resources.

Legal Implications

16. Section 18(10(d) of the *Local Government Act 2020* requires that the Mayor report to the municipal community, at least once each year, on the implementation of the Council Plan. The Act further states (at section 100(1)) that this obligation is satisfied by presenting the Annual Report at a public Council meeting. This meeting must be held within four months of the end of the financial year.

17. The consideration of this report, together with the suspension of standing orders to enable to Mayor to present the Annual Report, will satisfy this legislative obligation.

Conclusion

18. The final version of the report will be made available on Council's website and at Council's customer service centres and libraries. It will be promoted via Yarra's print and digital communications channels.

19. Large print versions of the report will be available on request for people with a vision impairment.

RECOMMENDATION – PROCEDURAL MOTION 1

1. That in accordance with Governance Rule 73, standing orders be suspended to enable the Mayor to present the City of Yarra Annual Report 2021/22 to the Council.

   Following the suspension of standing orders, the Mayor will have an opportunity to report on the implementation of the Council Plan by presenting the annual report as required by section 18(1)(d) of the Local Government Act 2020.

   Following the Mayor's presentation, the standing orders shall be resumed.

RECOMMENDATION – PROCEDURAL MOTION 2

1. That standing orders be resumed.

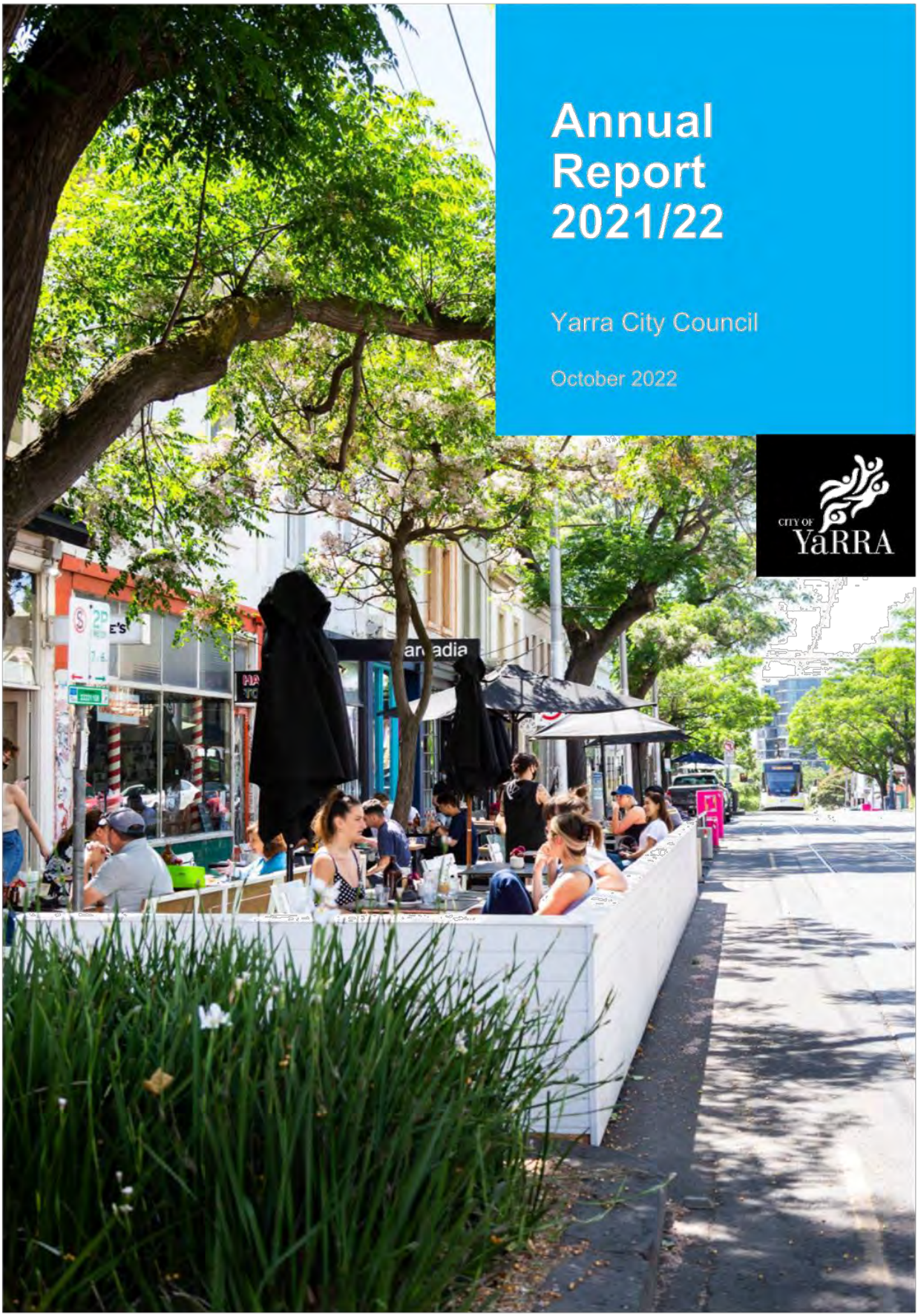
RECOMMENDATION

1. That Council note the City of Yarra Annual Report 2021/22 at **Attachment One**.

Attachments

1⇩ Attachment 1 - City of Yarra Annual Report 20212022 FINAL

Attachment 1 - Attachment 1 - City of Yarra Annual Report 20212022 FINAL



Acknowledgement of Country

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

This publication is available in alternative accessible formats on request.

Electronic copy
PDF versions of this report can be downloaded from yarracity.vic.gov.au

National Relay service
TTY 133 677 then (03) 9205 5555
or relayservice.gov.au

Yarra Council language line
العربية 9280 1930
中文 9280 1937
Ελληνικά 9280 1934
Italiano 9280 1931
Español 9280 1935
Tiếng Việt 9280 1939
Other 9280 1940

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Introduction

We are pleased to present the 2021/22 Yarra City Council Annual Report. This report is the first to record our progress against the goals and priorities of the six strategic objectives in the *Council Plan 2021-25.* These objectives flow directly from the *Yarra 2036 Community Vision,* developed by those who live, work and play in the City of Yarra.

In this report, information is provided on:

- Our achievements for the year
- Council's finances, performance and governance
- Progress made on the six objectives in the Council Plan 2021-25
- The services and projects delivered through Council's 2021/22 Budget

Achievements in 2021/22 and looking ahead

Our *Council Plan 2021-25* introduces six new Strategic Objectives, responding to our first-ever Community Vision. Despite the ongoing challenges of COVID-19, there were many achievements to be proud of. A summary of achievements relating to each Strategic Objective along with a snapshot of future work planned, is provided below.

Strategic Objective 1 - Climate and environment

Achievements

- This year marked our 10th year as a certified carbon neutral organisation. Since 2000/01, Yarra's total emissions have reduced by more than 70 per cent, with major reductions achieved via street lighting, building upgrades through energy performance contracts and sourcing 100% renewable electricity.
- We transitioned 18 Council buildings off gas, including childcare facilities, seniors' centres and other community facilities. This transition included replacing gas cookers with electric induction cookers, replacing gas heaters with electric reverse-cycle air conditioners and replacing gas hot water systems with efficient electric systems.
- We launched the Business Renewables Buyers Group. Yarra is leading this cross-council project which includes the cities of Darebin, Merri-bek/Moreland and Melbourne, as well as the Northern and Eastern Alliances for Greenhouse Action.
- Two new EV (electric vehicle) fast-charging stations in converted parking bays at Collingwood Library were installed, to support the uptake and use of EVs in Yarra. They are powered by 100% renewable energy and are expected to supply up to 50km of range after only 10 minutes of charging.
- We delivered 40+ targeted live and online community events engaging 3500+ people to take climate action. All online events have been recorded and have been used online to support hundreds more to build awareness to take action. Evaluation shows education and engagement activities are leading to action.

Looking ahead

- We will progress plans to transition Council buildings off gas. Council is undertaking design for the renewal of building services at Richmond Town Hall. A major component of this is heating, ventilation and air conditioning, which will include full electrification to enable retirement of the use of gas at the facility.
- We will continue to investigate options for the reduction of organics from the waste stream, including opportunities for community drop off points and other potential methods for removing and diverting organic materials from landfill.

Strategic Objective 2 – Social equity and health

Achievements

- We launched the Open Libraries at Richmond Library, which was soon expanded to Bargoonga Nganjin North Fitzroy Library, enabling library members access to the library outside of ordinary opening hours. 333 library members have joined the program with more than 1600 visits. This initiative is the first of its kind in metropolitan Melbourne.
- We completed a major upgrade of Richmond's Jack Dyer Pavilion, providing improved facilities, gender-inclusive change rooms, a spacious new canteen for local sporting clubs and a flexible community space for broader community use.
- Owing to our advocacy efforts, the State Government announced that the hugely successful Pride Street Party event will stay in Yarra for a further four years, in celebration of our LGBTIQA+ community.
- We provided $2.4M through a range of community grants to support local groups and community initiatives. A total of 158 annual grants were awarded, including 80 small grants, six Room to Create Responsive Grants and four Youth-Led Grants.

Looking ahead

- We are engaging officers with community language skills, particularly Cantonese, Mandarin, Vietnamese and Somali, to support our ongoing community and digital learning programs, including foundational digital literacy, job/employment and life skills.
- By providing access to critical digital resources, we will support our culturally and linguistically diverse communities, especially public housing estate residents, to connect with services, wellbeing activities, job skills and resume help.

Strategic Objective 3 – Local economy

Achievements

- In response to the pandemic, we implemented an outdoor dining program to support 130 hospitality businesses to trade safely outdoors. The parklets program enabled businesses to increase their seating capacity, trade and revenue, as well as supporting local jobs and create more liveable streets.
- Our 'Rediscover Yarra' program supported an extensive series of events and targeted promotion of our dining, entertainment and shopping precincts, designed to reconnect our community with local businesses and venues to help get our economy moving again.

Looking ahead

- As part of our $2.4M grants program, $675,000 is allocated to projects that support and celebrate arts and culture in Yarra.
- We will promote arts and culture within Yarra by providing access to affordable creative spaces, more public art opportunities and supporting artists to develop new skills, build connections and increase innovations through a community of practice.
- We will support local businesses by making improvements to the development approvals process.

Strategic Objective 4 – Place and nature

Achievements

- A new park was created in Reid Street Fitzroy North, providing a small green open space with native trees and plants, planter boxes for urban agriculture and seating for community use.
- Two new and extended open spaces in Cremorne are nearing completion, one at the corner of Gwynne and Stephenson Street, and the second at the corner of Dover and Stephenson Street.

Looking ahead

- We are renewing Yambla Street Pavilion and public toilets in Quarries Park with a contribution from the State Government World Game Facilities Fund and will continue work on the redevelopment of Brunswick Street Oval sporting and community facilities.
- We will progress with design and community consultation on a proposed new pocket park in Charlotte Street, Richmond.
- We will deliver an expansion to Cambridge Street Reserve in Collingwood, part – funded by the State Government.
- We will continue the planning scheme amendment process to introduce design and development overlays to guide planning and development in parts of Fitzroy and Collingwood.
- We will continue developing a masterplan for the Linear Parklands, guiding future investment and upgrades for the longest stretch of parklands in Yarra.

Strategic Objective 5 – Transport and movement

Achievements

- We conducted extensive community consultation on Yarra's first-ever Transport Strategy 'Moving Forward', which aims to deliver a transport system that is innovative, efficient, sustainable and accessible
- A trial of e-scooters commenced, enabling people to rent and ride e-scooters when travelling through the city. The purpose-built e-scooters, deployed by Lime and Neuron Mobility, provide another safe, accessible and eco-friendly way to travel.

Looking ahead

- We are allocating funding for the implementation of the Transport Action Plan that will deliver a range of improvements for pedestrians and cyclists.
- Studies and reviews will be undertaken to identify projects to address key road safety issues in Richmond and Alphington.
- Projects from previous Local Area Place Making Studies (LAPMS) will progress to the next stage of infrastructure design and delivery in Carlton North, Fitzroy, Fitzroy North, Abbotsford and Clifton Hill.

Strategic Objective 6 – Governance and democracy

Achievements

- For the first time, we adopted a long-term community vision (*Yarra 2036 Community Vision*) to guide Council's planning and decision-making. The process included extensive community engagement, including a deliberative panel of representative Yarra community members.
- We undertook an extensive review and community consultation of our Governance Rules, aimed and improving transparency and Council decision-making processes.
- We developed significant internal policies to help ensure Council provides a safe, inclusive and fair workplace, including the Gender Equality and Safeguarding Children and Young People action plans and policies.
- We developed our Workforce Development Strategy focused on ensuring a well-resourced, change-capable and future-ready workforce that can deliver to its strategic goals in a sustainable way.
- We developed a People and Culture Plan to build an excellent employee experience that ensures our people are safe, strong, capable, engaged and energised to deliver outstanding outcomes for our community.

Looking ahead

- We will redevelop Council's website to further improve the user experience, support the community to intuitively access information, easily complete transactions and engage with Council.

- We will establish a new youth-based forum focused on targeted engagement with young people from across Yarra.
- We will continue to develop new ways of involving underrepresented groups in Council decision-making, including working closely with our Bicultural Liaison Officers and exploring targeted and innovative methods of community engagement.

Challenges

Like all councils across Victoria, Yarra faces a number of critical challenges, including:

- The ongoing effects of the COVID-19 pandemic, including business supply chain issues and workforce challenges, as well as vulnerable community members still needing extra support.
- Managing Council's long-term financial sustainability in an environment of increasing costs including fuel, materials, services and contracts as well as cost shifting from other levels of government.
- The rising costs of managing, collecting and processing all types of waste.
- Workforce shortages.

Copies of the Annual Report

You can obtain a copy of this Annual Report in a few ways.

Digital version

A digital version of this report can be downloaded from yarracity.vic.gov.au/annualreport

Printed and large print copies

Printed and large print copies of this report are available on request by calling 9205 5555 or emailing info@yarracity.vic.gov.au

About Yarra

Yarra's community

The City of Yarra is a relatively young population, with half our residents aged between 25 and 49 years. Compared to greater Melbourne, the City of Yarra has a higher proportion of people aged 25 to 34, and a lower proportion of school aged children.

One in five (18%) of households in Yarra live at the lowest end of the socioeconomic scale, with many experiencing severe hardship and social disadvantage. This is in stark contrast to the nearly 38% of households earning more than $2,947 a week.

Yarra's current population is 91,543 (2021 ABS). The number of residents has declined by 5.2% from the previous year's figure of 96,547 (2020 ABS). Population forecasts are currently being rebased with the latest census data and were not available at the time of writing.

Over one quarter of our community was born overseas, and 20% speak a language other than English at home. The top languages spoken at home, other than English, are Vietnamese, Greek and Mandarin.

Yarra has fewer families and more share houses than greater Melbourne, and one-third of residents live alone.

Our community is well-known for being champions of social justice, leaders in climate action, custodians of our unique culture and heritage, and advocates for our vibrant creative industries.

We embrace and celebrate our diversity. Richmond and Richmond North are home to many Vietnamese businesses and community organisations. Over the past 70 years, refugees and migrants from Italy, Greece, China, East Timor and East Africa have made Yarra their new home.

The community by numbers

- Nearly 30% of Yarra's community is aged between 25 and 34
- Yarra's estimated population of 91,543 (2021 census) and new forecasts are underway
- About 10% of people live in public housing
- 59% of workers are in managerial and professional occupations
- 17% of residents aged 15 years and older perform voluntary work
- 50% of households are renting
- 44% of residents live in high density dwellings such as apartments and 43% live in medium density dwellings such as terraces, semi-detached houses or townhouses. Only 11% live in separate houses
- About one in five households don't own a car
- Nearly 50% of all journeys residents make to and from work use sustainable or active transport.

The city

Yarra is a popular destination to live, work and visit. We have abundant natural beauty and heritage, sustainable transport options, retail and entertainment precincts, and exciting arts and cultural attractions.

Yarra's neighbourhoods are distinct, each offering something different for people to enjoy.

Some of Melbourne's best shopping and dining strips are in Yarra. These include Fitzroy's Brunswick and Gertrude streets, Collingwood's Smith Street, and Richmond's Swan and Victoria Streets and Bridge Road.

Yarra is rich in beautiful parks and open spaces. We're home to the ecologically-significant Yarra River corridor, famous Dights Falls, Yarra Bend Park, Alphington Park, Fitzroy's Edinburgh Gardens and Clifton Hill's Darling Gardens.

Yarra's economic lifeblood lies in our thriving retail, hospitality and entertainment industries.

Yarra's employment precincts provide jobs for about 85,000 people in hospitality, professional services, the industrial sector and creative industries. These are mostly located in Cremorne, Richmond and Collingwood.

We have strong housing development, particularly in Richmond and Cremorne. In Alphington, 2,500 new homes are currently being built to accommodate 5,000 new residents at the site of the former Alphington Paper Mill.

Council is committed to ensuring new developments provide a balanced mix of housing types (including affordable housing), community infrastructure and good amenity.

Heritage overlays protect about 28,000 of Yarra's 35,000 properties, particularly in Melbourne's founding suburbs of Collingwood, Abbotsford, Richmond and Fitzroy.

Fitzroy is also of particular significance to our Aboriginal community, as a long-time meeting place and location of many of Victoria's first dedicated community services for Aboriginal people, including the Victorian Aboriginal Health Service.

Yarra by numbers

- Five libraries
- 10 neighbourhood houses
- 263 hectares of open space and parkland
- 53 art galleries, about 70 live music venues and three community radio stations
- 96% of the local economy consists of small-to-medium businesses
- Yarra's Gross Regional Product (GRP) is estimated at $12 billion (about 10% of inner metropolitan Melbourne's GRP).

Grants to the community

Grants totalling $2.4m were provided to a broad range of community groups and initiatives in 2021/22 through the following programs:

- Annual Grants 2022
- Celebrate Yarra 2020-24
- Community Partnership Grants 2021-25
- Creative and Engage Yarra 2021/22
- Fitzroy Adventure Playground grant
- Investing in Communities 2021-23
- Richmond and Collingwood Youth Program Grant 2020-23
- Room to Create Responsive Grant
- Small Project Grants
- Town Hall Subsidy Grants 2021/22
- Youth Led Grants

Map of Yarra


1 Nicholls Ward
2 Langridge Ward
3 Melba Ward
St Georges Road
Brunswick Road
PRINCES HILL
CARLTON NORTH
1
FITZROY NORTH
Heidelberg Road
ALPHINGTON
CLIFTON HILL
FAIRFIELD
2
Eastern Freeway
Nicholson Street
FITZROY
COLLINGWOOD
ABBOTSFORD
FITZROY
Princess Street
N
Victoria Street
Hoddle Street
Bridge Road
3
RICHMOND
Swan Street
CREMORNE
SURREY
Punt Road

Yarra's year in review

The 2021/22 year began with various COVID-19 restrictions still in effect. As vaccines became widely available, restrictions began to ease and we began the work of supporting our community and economy to re-open and reconnect.

This year also saw changes of leadership at the highest level, a renewed focus on governance and transparency including the appointment of a Municipal Monitor, the development of our first-ever Community Vision, a new Council Plan with new Strategic Objectives to guide our work over the next 4 years, and much more.

Notwithstanding this, we continued to deliver the day-to-day services that our community relies on, remaining agile to inevitable challenges and working with our community on some exciting and innovative new initiatives.

CEO Update

The 2021/22 year was one of transition in leadership for Yarra, with CEO Vijaya Vaidyanath leaving the organisation in December 2021 after nearly a decade of dedicated service.

Ms Vaidyanath joined Yarra in mid-2012, bringing her unique brand of vibrancy, energy and vision. A passionate advocate for the community, she became known as an innovative and progressive leader, building strong relationships across the local government sector.

Mr Chris Leivers, Yarra's Director City Works, was appointed Acting CEO, serving from December 2021 to June 2022.

Following an extensive and competitive recruitment process, Ms Sue Wilkinson was appointed Yarra's new CEO for a 5-year term, commencing 27 June 2022.

Ms Wilkinson brings her extensive experience within the local government sector, most recently as the CEO of Darebin Council. She has also been CEO at Colac Otway Shire and has worked in senior roles at Monash and Port Phillip councils.

Climate emergency

At Yarra, we are proud of our strong stance and actions taken to mitigate the impacts of climate change, which are underpinned by our *Climate Emergency Plan 2020-24*.

As one of the first councils in Australia to declare a climate emergency, taking meaningful steps to reduce carbon emissions at a local level, support our community to take climate action, and combat the effects of climate change are major priorities of Council and our community. Taking climate action is one of the key themes of our Community Vision 2035 and sets the foundation for the first Strategic Objective in our *Council Plan 2021-25*.

This year marked our 10th year as a certified carbon neutral organisation. Since 2000/01 baseline, Yarra's total emissions have reduced by almost 75%, with major reductions achieved via building upgrades (including transitioning buildings off gas), sourcing 100% renewable electricity, transitioning our fleet to zero-emissions vehicles, and upgrades to street lighting.

Our electricity needs are met by 100% renewable electricity through a combination of rooftop solar and electricity supplied by a renewable electricity Power Purchase Agreement through the Melbourne Renewable Energy Project. This means our remaining operational emissions are largely from gas usage in council buildings (around 36% of total emissions) and transport (around 46%).

This year, we transitioned 18 Council buildings off gas, including childcare facilities, seniors' centres and other community facilities. This transition included replacing gas cookers with electric induction cookers, replacing gas heaters with electric reverse-cycle air conditioners and replacing gas hot water systems with efficient electric systems. Work to transition our larger buildings off gas, such as libraries and town halls, is ongoing.

We are proud to be a project partner to the Yarra Energy Foundation's Australia-first trial of an inner urban community battery, located in Fitzroy North.

A community battery is a mid-scale energy storage unit (about the size of four large fridges) designed for a neighbourhood, which allows the wider community to access and store renewable energy.

Fitzroy North's community battery has 285 kilowatt-hours of storage and will hold excess power from local solar panels during the day, feeding it back at night.

The battery will provide power to everyone connected to that part of the sub-network, up to 200 homes, regardless of which energy retailer they use, whether they have solar panels installed or whether they own the home.

The pilot is being run by Yarra Energy Foundation, in partnership with Council and other organisations, with funding provided by the Victorian Government's Neighbourhood Battery Initiative. This trial is exploring several Australian firsts, including a hybrid community-owned structure, as well as designing a community battery that can benefit all energy users in an area, not just solar customers, and was a Finalist in the 2022 Premiers Sustainability Awards.

Council is continuing to look to develop further opportunities for community batteries in Yarra to support the transition to 100% renewable electricity and maximise the use of our locally generated solar.

Meanwhile, a trial of e-scooters aims to reduce emissions by providing alternative means of 'last kilometre' transportation for commuters and tourists, while encouraging the use of sustainable transport options.

The purpose-built e-scooters, deployed by Lime and Neuron Mobility, are available to be rented by commuters, providing another safe, accessible and eco-friendly way to travel.

Another initiative implemented to support the drive towards sustainable transport was the installation of two new EV (electric vehicle) fast-charging stations in converted parking bays at Collingwood Library, to support the uptake and use of EVs in Yarra. The stations are available for use by the whole community. They are powered by 100% renewable energy and are expected to supply up to 50km of range after only 10 minutes of charging. Council provided the sites for the EV charging stations, which were installed by Evie Networks with funding through the Federal Government's Future Fuels Fund.

Preventing, reducing and rethinking waste is another crucial part of our climate emergency response. Every year more than 80 billion tonnes of raw materials like metal, cardboard and plastics are consumed worldwide. Right now, only 9% of that raw material is reused and recycled. This is because our current waste system struggles to do much with these materials after they're thrown away.

That's why we're in the process of developing a draft Circular Economy Strategy 2022/30, which aims to reduce waste at each step, from design and purchasing to use and disposal. This creates a 'circular economy' which changes how we handle and value our raw materials resulting in less being sent to landfill.

Extensive community consultation on our draft Circular Economy Strategy was undertaken in 2022, with the final strategy slated for completion in 2023.

Every year, Council awards annual grants to support community groups and organisations to act on the climate crisis and help create a sustainable Yarra. In 2021/22, we supported 20 projects that are helping to create a circular economy, reduce emissions and grow local food. These projects included:

- Programs to inspire the community and individuals to take climate action, including: short film (the Australian Environmental Films Association); exhibitions and public forums (CLIMARTE); creative hands-on workshops for children (Awareaway); and music (Green Music Australia).

- Programs generating awareness and conversations about creating a circular economy and sustainable behaviour (Australian Vietnamese Women's Association, Circular Economy Victoria, Collingwood College, Cirque du Soil, Rethink Recycling Co-op), with innovative solutions such as plans for a free cloth nappy library, enabling parents with multiple babies to access zero-waste nappy options in place of disposables (Northern Inner Multiple Birth Association).

- Programs to encourage and promote local food growing and harvesting (Collingwood Children's Farm, Cultivating Community, Holden Street Neighbourhood House, residents of Mark Street, Rushall Community Garden).

- Programs to encourage and cultivate biodiversity in Yarra (The Yarra Riverkeeper Association, Fitzroy Primary School, FareShare).

Working with our community, we will continue to implement the actions outlined in our Climate Emergency Plan, including further reducing Council's emissions and retaining our carbon neutral status, mobilising and supporting our community to take climate action and embedding sustainability across key strategies, policies and decision-making processes.

Through our actions and advocacy, we hope to inspire all levels of government, other councils and businesses on their journeys to zero net emissions, as well as empowering our communities to take climate action.

On the road to recovery

As the pandemic stretched on with another year punctuated by lockdowns and restrictions, so did our support for our community, especially those most vulnerable.

Our Emergency Management Team continued to provide extensive support, particularly to people living in public housing estates. The team provided a range of supplies, care and support to community members in quarantine. Staff members from across the organisation were redeployed to assist with packing and delivering care packages, with Collingwood Town Hall transformed into a logistics and distribution centre.

We also ran an online Community COVID-19 Vaccines Forum, hosted by well-known Australian radio presenter Jon Faine. More than 200 community members in attendance heard from health experts who had the ability to communicate complex, scientific concepts in clear and engaging ways.

After providing hundreds of delivered food and care packages to our community in 2020/21, Yarra Libraries began to pivot its COVID-19 relief in response to ongoing community needs.

New partnerships with FareShare, Meals with Impact and Kinfolk enabled the Libraries team to provide pre-made meals to international students who were ineligible for government support. This program evolved into a permanent community freezer and pantry program, providing around 400 frozen meals 500 pantry items weekly.

Yarra Libraries also established a monthly Community Wellbeing Market at Fitzroy Atherton Gardens Housing Estate, with partners Open Table and Cultivating Community. The market provides free food and vegetables and free pre-made meals. The team also provides free clothing from Thread Together and free preloved books and magazines from our libraries.

When vaccine certificates became a mandatory requirement for entry to many facilities and venues, the Yarra Libraries team jumped into action to help those without access to technology or the digital

28, 29, literacy skills needed. Between November 2021 and June 2022, 755 community members were given assistance to download their vaccination certificates, access and link their myGov online accounts, and were shown how to use QR codes for checking-in.

Pop-up 'vaccine tech help' clinics were established on the grounds of the Richmond, Fitzroy and Collingwood housing estates, and in the foyers of libraries, to provide this help in a COVID-safe manner.

Nineteen library team members were trained as COVID-19 Vaccination Ambassadors through an initiative by Public Libraries Victoria to assist and educate the community on how, where and why vaccination against COVID-19 was important. At each of the pop-up vaccine tech help clinics, public health messaging provided by State Government was displayed and distributed in a variety of languages.

We also continued our support of local businesses and the arts sector, ramping up the outdoor dining program and supporting a huge range of COVID-safe events to bring people together and support the local economy. Information about our Parklet and Rediscover Yarra programs is provided in the Advocacy in 2021/22 section below.

Advocacy

Owing to our successful advocacy efforts, Council secured more than $7.3 million in state and federal government funding in 2021/22.

These grants are helping to deliver key projects and initiatives across the municipality as well as supporting the COVID recovery.

Supporting our businesses and economic recovery

Parklet program

As the pandemic response began to shift from emergency relief to recovery, we responded to the significant need to support our local businesses and get our economy moving again. We secured more than $1.5million from the State Government's COVID Safe Outdoor Activation Fund to support local businesses and encourage our community to do the same.

Initially, 90 businesses signed up to our temporary parklet program, enabling them to occupy an on-street car space and extend their trading area at no cost. We also provided the infrastructure to ensure the parklets met necessary safety standards.

The program proved to be a great success for local businesses and was popular with diners and shoppers. We subsequently worked in partnership with traders and the community to develop a permanent parklet policy, so businesses can continue to use parklets on a permanent basis.

Since the outdoor parklet program was introduced, about 150 businesses have participated. More than 485 additional outdoor dining spaces were created, including 150 new footpath trading areas, 200 extensions to existing footpath trading, 130 on-street parklets and eight large-scale outdoor dining spaces created through road or laneway closures.

Rediscover Yarra

The State Government's COVID Safe Activation Fund also supported *Rediscover Yarra*, a series of events and targeted promotion of our dining, entertainment and shopping precincts. The aim was to reconnect our community with the artists, venues and local businesses that make Yarra special.

One of the great successes of the event series was the inaugural Garden State Festival, presented in partnership with the Plant Society. During three days in April and May, the festival celebrated the intersection between plants, art, architecture, craft, design, food, ideas, music and performance in locations across the city. We hope this festival will return in coming years, with the continued support of the State Government.

Other highlights of the *Rediscover Yarra* events series included *Garrawang*, a celebration of Aboriginal and Torres Strait Islander cultures featuring six events throughout the festive season. Soundwaves at Fitzroy Pool, the iconic Johnson Street Fiesta and two Music in Exile concerts showcasing African artists, were also popular. These events and many others pumped music and entertainment through the streets and inspired Melburnians to come out and enjoy live music in Yarra's iconic outdoor spaces.

In addition, we secured $95,000 in funding from the State Government's Metropolitan Partnerships Development Fund, supporting four initiatives designed to activate and promote local shopping precincts.

Everyday Nicholson, was a local campaign developed to promote businesses in Nicholson Village in Carlton North, from February – April 2022.

See Northside brought live music and entertainment to Fitzroy's iconic Brunswick Street, with a series of outdoor pop-up performances activating the street and attracting music lovers, in November and December 2022.

Collingwood Yards in nearby Johnston Street hosted Local Swerve, an event designed by young people for young people. More than 400 young people and their families enjoyed live music, roller disco and arcade games.

Meanwhile, *Scratch Sessions* saw prominent venues on Swan Street in Richmond live stream DJ sets, creating a buzz within the venues themselves and promoting Swan Street as a vibrant, thriving live music precinct.

The *Rediscover Yarra* events series was supported by creative promotional activities designed to encourage people to participate and enjoy all that our local businesses have to offer.

Pride street party

Following a hugely successful Melbourne Pride event in 2022, we advocated strongly for the continuation of the event as an important initiative that both celebrates our wonderful diversity and supports local business. We were thrilled with the Victorian Government's announcement that the event will return to Yarra in 2023.

The inaugural Pride Street Party was held in Collingwood and Fitzroy in February 2022 to commemorate the 40th anniversary of the decriminalisation of homosexuality in Victoria. The event attracted more than 30,000 people and was a huge success for local businesses.

We are delighted that the event will stay in Yarra for a further four years and look forward to working with our partners to deliver the future events in celebration of our LGBTIQA+ community.

Indoor sports stadium for Fitzroy

After many years of advocacy and working collaboratively with the State Government and its agencies, we were delighted to see a commitment of $49.5 million for an indoor sports centre at the Fitzroy Gasworks site.

The designs for the Fitzroy Gasworks Sports Centre include four multi-purpose courts for highball sports, a multi-purpose court for futsal, a gymnasium, a café and lounge area, community facilities, change rooms, umpire change rooms, foyer and reception.

The indoor sports centre will play a vital role in improving the health and wellbeing of the Yarra community.

Yarra contributed $5 million towards the project and will manage the centre once it is complete.

Election year advocacy

In the lead up to the federal and state elections in 2022, we developed a range of advocacy priorities, calling on all local parties and candidates to take action on matters that are important to our community.

Our federal election advocacy focussed on policy reforms, projects and initiatives which are integral to Yarra's recovery from the COVID-19 pandemic and to building a fairer, more sustainable future for our community. These included actions responding to the climate emergency, support for refugees and asylum seekers, investment in active and public transport, and support for local economies recovering from the pandemic.

Our advocacy efforts in the lead up to the State Government election later in 2022 are ongoing, with a focus on infrastructure investment, climate emergency action, improvements to public transport, and support for our economy and the arts.

Awards and recognition

While continuing to deliver essential service for our community, Council's leadership, innovation and expertise across the sector was acknowledged with a number of awards and recognitions. These include:

- The 2021 Vision Super Local Heroes Award for Yarra Libraries' incredible community outreach work during the pandemic.
- The 2022 International Federation of Library Associations PressReader International Marketing Award for community engagement and marketing campaign for Yarra's Library Strategy 2022-26. This award provided funding for Yarra Libraries staff members to attend and present at the IFLA World Library and Information Congress in Dublin, Ireland.
- The Institute of Public Works Engineering Australasia's Engineering Excellence Award in Public Works, for the $1.6 million Stage 2 upgrade of the Edinburgh Gardens Stormwater Harvesting Scheme.
- Recognition that Yarra is compliant for all six possible phases of action as part of the international Global Covenant of Mayors for Climate and Energy.
- The Local Government Spatial Reference Group's GIS Good Practice Champion in Spatial Capability Award for Yarra's impressive Geospatial Strategy.
- The community battery in Fitzroy North, which was developed by the Yarra Energy Foundation with support from Council, was a Finalist in the 2022 Premiers Sustainability Awards.

Appointment of a Municipal Monitor

In late 2021, the Minister for Local Government, the Hon Shaun Leane MP, announced that a Municipal Monitor would be appointed to Yarra City Council under section 179 of the *Local Government Act 2020*.

The role of the monitor is to guide good governance and provide regular reports and recommendations to the Minister.

Yehudi Blacher was appointed to this role and commenced a six-month appointment on 20 December 2021.

The Municipal Monitor's report was released by the Minister on 22 June 2022, and Mr Blacher's appointment was extended for an additional three months.

Councillors and the Executive Management Team worked closely with Mr Blacher during his tenure, making significant progress on a number of the recommendations in his report including:

- Adopting a new Councillor Code of Conduct and Social Media Policy

- Conducting a review of Governance Rules
- Adopting the Budget 2022/23

The Municipal Monitor's first full report can be viewed at: www.localgovernment.vic.gov.au/council-governance/independent-reports

At the time of publication, the final report from the Municipal Monitor had not been released.

New Council Plan, new Strategic Objectives

This annual report is the first to record our progress against goals and priorities in the *Council Plan 2021-25*, Council's key planning document, which incorporates the Municipal Public Health and Wellbeing Plan

The Council Plan flows directly from our first-ever 15-year Community Vision, developed by the people of Yarra through an extensive two-stage engagement process. We heard from more than 1300 community members during our broad in-person and online community consultation in 2020. Then in 2021, a community panel of 55 locals from all walks of life came together to consider this feedback and create the vision.

Our Community Vision:

"Yarra is a vibrant, safe and inclusive environment. We celebrate and embrace our diversity and connection to each other and the land. Our community is empowered to work together and support one another with respect and trust."

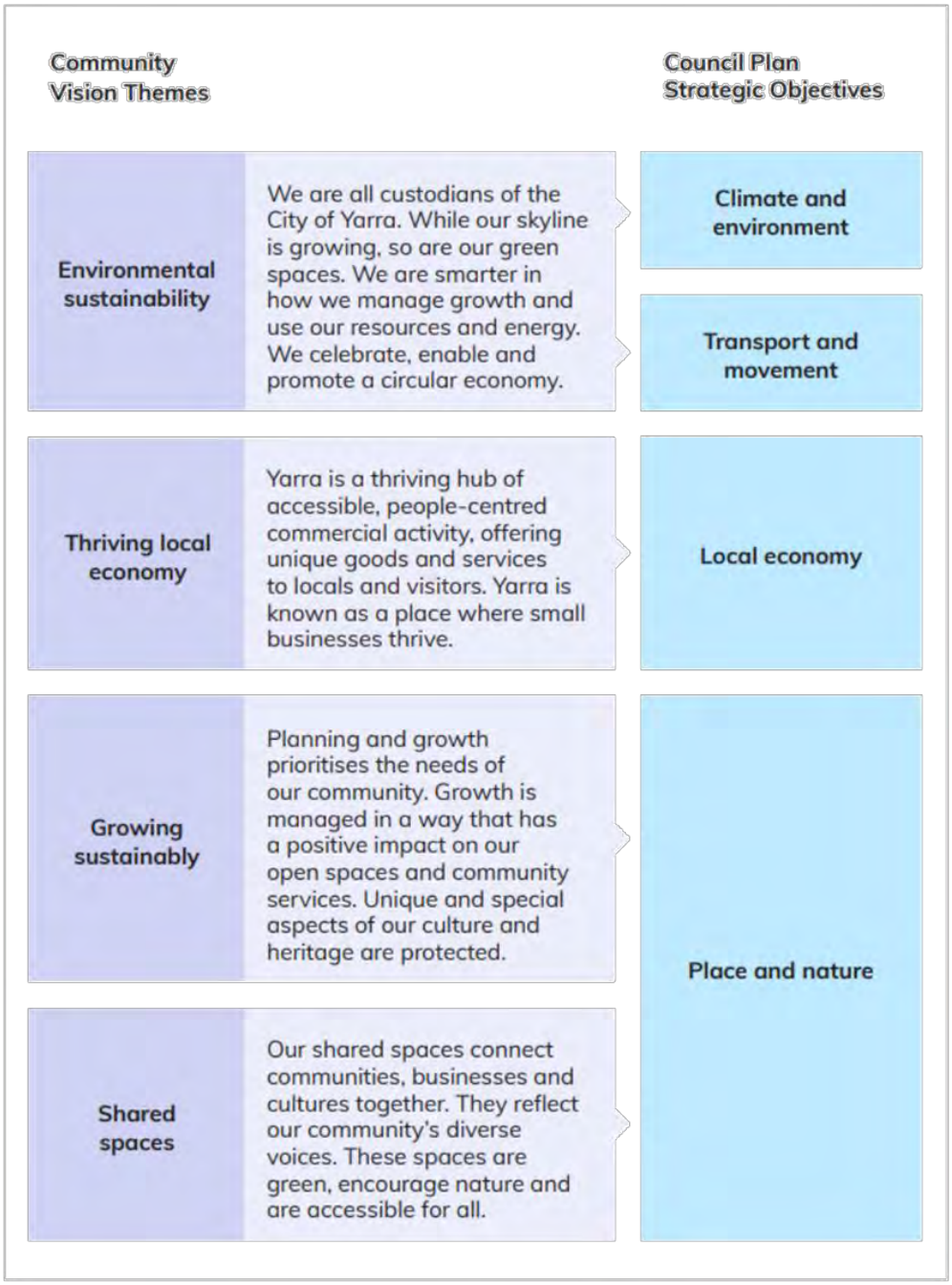
The Council Plan outlines six strategic objectives connected to the themes of the Community Vision. It details what areas we'll focus on, what actions we'll take and how we'll measure progress as we work towards creating the Yarra we want to be by 2036.

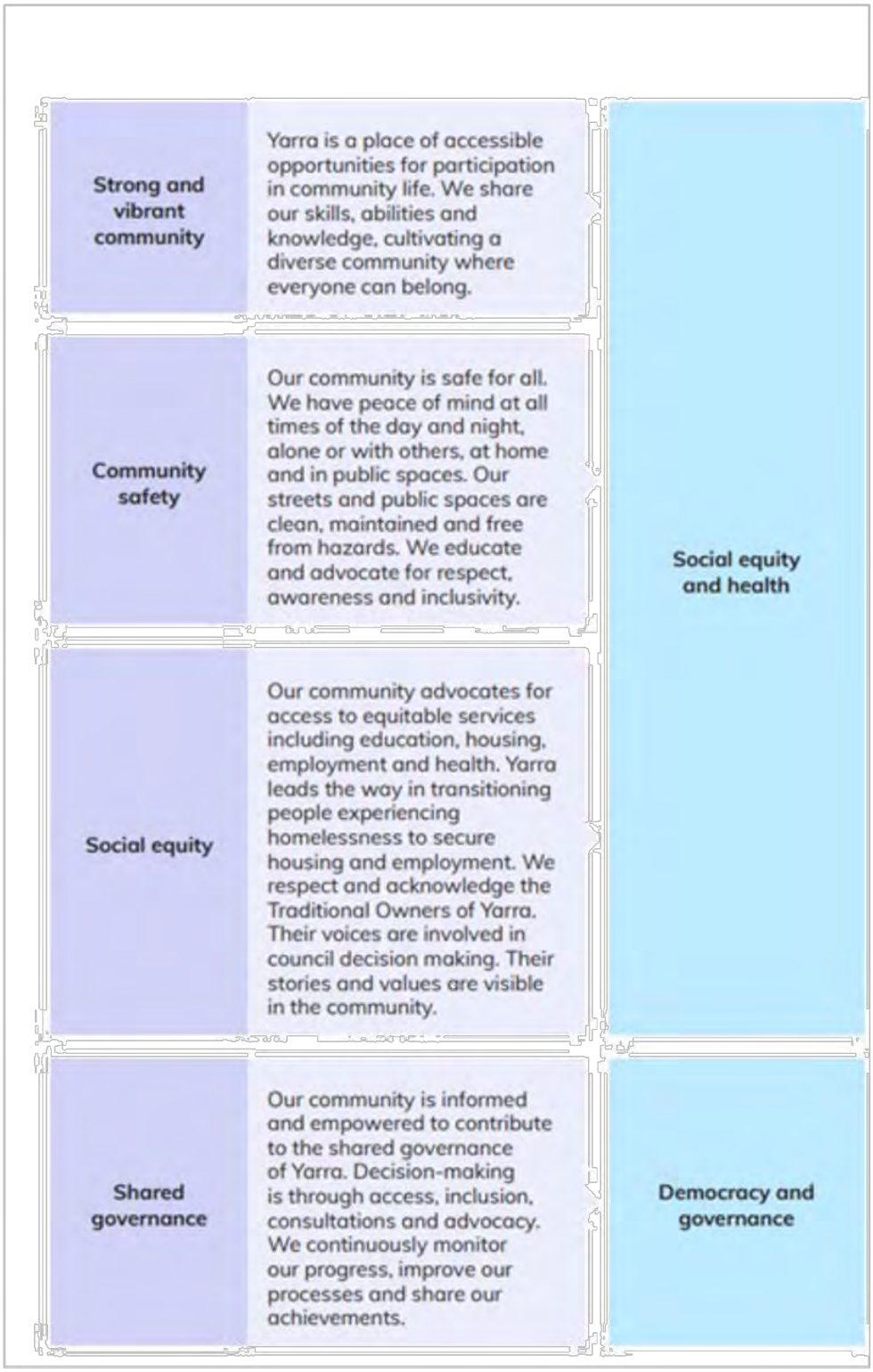
The priority projects and key initiatives identified in the Council Plan will be funded through the annual budget, with progress reported quarterly through each supporting Annual Plan and the Annual Report.

In developing the *Council Plan 2021-25*, social connection emerged as a key theme for our community.

Amid the uncertainty and negative impacts of the COVID-19 lockdowns and restrictions of the last two years, what has become clear is the importance people place on community belonging, connectedness and resilience.

The *Council Plan 2021-25* outlines how Council will work to build on our strengths, address challenges and leverage opportunities so that together, we can achieve our community's priorities and aspirations for the future.


Community Vision Themes
Council Plan Strategic Objectives
Environmental sustainability
We are all custodians of the City of Yarra. While our skyline is growing, so are our green spaces. We are smarter in how we manage growth and use our resources and energy. We celebrate, enable and promote a circular economy.
Climate and environment
Transport and movement
Thriving local economy
Yarra is a thriving hub of accessible, people-centred commercial activity, offering unique goods and services to locals and visitors. Yarra is known as a place where small businesses thrive.
Local economy
Growing sustainably
Planning and growth prioritises the needs of our community. Growth is managed in a way that has a positive impact on our open spaces and community services. Unique and special aspects of our culture and heritage are protected.
Shared spaces
Our shared spaces connect communities, businesses and cultures together. They reflect our community's diverse voices. These spaces are green, encourage nature and are accessible for all.
Place and nature


Strong and vibrant community
Yarra is a place of accessible opportunities for participation in community life. We share our skills, abilities and knowledge, cultivating a diverse community where everyone can belong.
Community safety
Our community is safe for all. We have peace of mind at all times of the day and night, alone or with others, at home and in public spaces. Our streets and public spaces are clean, maintained and free from hazards. We educate and advocate for respect, awareness and inclusivity.
Social equity
Our community advocates for access to equitable services including education, housing, employment and health. Yarra leads the way in transitioning people experiencing homelessness to secure housing and employment. We respect and acknowledge the Traditional Owners of Yarra. Their voices are involved in council decision making. Their stories and values are visible in the community.
Shared governance
Our community is informed and empowered to contribute to the shared governance of Yarra. Decision-making is through access, inclusion, consultations and advocacy. We continuously monitor our progress, improve our processes and share our achievements.
Social equity and health
Democracy and governance

Strategic Objective 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.

Over the next four years we will accelerate emission reductions in our operations.

The climate emergency represents an unprecedented challenge – both globally and locally – with devastating consequences now and in the immediate future. Yarra City Council is renowned for being at the forefront of local government action on the climate emergency. We were the first council in Victoria to become certified carbon neutral in 2012 and have retained our carbon-neutral status each year since.

Council is actively working to transition to a circular economy. We recognise the potential environmental and economic benefit of minimising waste, consciously consuming and preserving resources. We are committed to creating and enabling an environment for the circular economy to progress.

This strategic objective links to the Community Vision theme 'Environmental Sustainability' and is supported by Council's Climate Emergency Plan, The draft Circular Economy Strategy and Roadmap to Zero.

Strategic Objective 2 - Social equity and health

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

Participation in community life plays a big role in creating a healthy, socially-connected and culturally-rich Yarra. It is about social, cultural, economic life and participation in services and activities that connect people and make them feel safe and included.

Yarra is deeply proud of its connection to the Aboriginal and Torres Strait Islander community. Acknowledgment of the area's rich First Nations history and increasing the opportunities to recognise Yarra's First Peoples are important to Council.

We value all ages, genders, sexualities, abilities and cultures and work to ensure that diversity and uniqueness are welcomed, respected and celebrated.

This strategic objective links to the Community Vision themes 'Strong and Vibrant Community', 'Community Safety' and 'Social Equity', and is supported by the following plans and strategies: Yana Ngargna (continuing connection) Plan, Social Justice Charter, LGBTIQ+ Strategy 2021-2024, Yarra Libraries Strategic Plan 2022-2026, Active and Healthy Ageing Strategy 2020-2024, Access and Inclusion Strategy 2020-2024, Homelessness Strategy, Volunteer Strategy 2019-2023, Multicultural Partnerships Plan 2019-2023, Social and Affordable Housing Strategy 2019, Safeguarding Children and Young People Plan 2021-2025, Arts and Culture Strategy 2022-2026, Urban Agriculture Strategy 2019-2023, Physical Activity Strategy 2021-2031, Council and Neighbourhood Houses Partnership Strategy 2018-2021.

Strategic Objective 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.

Economic development is a primary focus for Council. We foster economic vitality and creativity by actively supporting local businesses which are an integral part of our community.

Yarra has a thriving local economy with more than 16,600 businesses, making us home to one of the largest economies in metropolitan Melbourne. Our dynamic economy is driven by four key areas: knowledge industries; creative industries, population-driven activities; and the health, education and public sectors.

Our Economic Development Strategy 2020-2025 includes providing support to businesses to assist with COVID-19 recovery, retaining and growing employment precincts, encouraging innovative and entrepreneurial activities as well building a resilient business community.

This strategic objective links to the Community Vision theme 'Thriving Local Economy' and is supported by Council's Economic Development Strategy 2020-2025, Spatial Economic and Employment Strategy and the Arts and Culture Strategy 2022-2026

Strategic Objective 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. Our parks, reserves, urban spaces and waterways are valued by people of all ages and abilities in Yarra.

Council recognises the pressures and opportunities associated with growth and inner-city life. We are committed to expanding and improving public space and building a network of green spaces that contributes to a liveable and sustainable Yarra.

We plan, manage and advocate for development, planning and urban design that are shaped by, and meet, our community's future needs, including mitigation of the urban heat island effect (where cities experience higher air temperatures than the surrounding countryside).

Public open space makes up 13.5% of the total area of our city, including areas of significant biodiversity and bushland. Core to the open space system, character and sense of place is Birrarung (the Yarra River). Important wetland habitats are critical to biodiversity and support a variety of wetland plant and animal species.

Sustainable management of water resources is a key priority of Council and our water sensitive urban design management approach underpins the many assets and projects we manage and deliver.

This strategic objective links to the Community Vision themes 'Growing Sustainably' and 'Shared Spaces' and is supported by the following plans and strategies: Open Space Strategy, Heritage Strategy 2019-2030, Integrated Water Management Plan 2020-2030, Graffiti Management Framework 2020-2023, Nature Strategy 2020-2024, Urban Forest Strategy 2017, Public Toilet Strategy 2017-2027, Local Liveable Streets, Housing Strategy, Yarra Business and Industrial Land Strategy, Place Making Framework, Strategic Community Infrastructure Framework, Yarra Planning Scheme, Domestic Animal Management Plan 2021-24.

Strategic Objective 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.

Getting around the local area easily and safely is important to people who live in Yarra. We are therefore committed to improving our neighbourhoods to make walking and cycling opportunities an integral part of everyday life.

Yarra prioritises sustainable and active transport, to help people move safely and sustainably through and within our municipality. Council is committed to creating a city that is accessible to all, irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.

It is an integral part of our climate emergency response to reduce transport emissions towards net-zero emissions by 2030.

Giving people the ability to meet most of their everyday needs within a 15-20 minute walk, cycle, ride or public transport trip will make our city easier and healthier to live in. This includes being able to use sustainable modes of transport to access work, education and shopping precincts.

This strategic objective links to the Community Vision theme 'Environmental Sustainability' and is supported by Council's Climate Emergency Plan, Road Map to Zero, Yarra Transport Strategy 'Moving Forward', Road Safety Study Policy and Road Management Plan.

Strategic Objective 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.

Council recognises that to deliver responsive and relevant services we need to continually adapt. We are committed to creating and delivering sustainable Smart City approaches through innovation, data and connected technology.

We are committed to good governance, financial stewardship, authentic community engagement and enhancing our culture of continuous improvement.

Involving our community in decision-making is fundamental to the way Council functions. We are committed to community engagement that supports the building of respectful relationships and community capacity, and improved community outcomes through more informed decision-making.

This strategic objective links to the Community Vision theme 'Shared Governance' and is supported by the following plans, strategies and policies: Open Data Policy, Strategic Advocacy Framework, Community Engagement Policy 2020, Governance Rules, Public Transparency Policy, Councillor Social Media Policy, Councillor Code of Conduct, Asset Plan 2022-2032, Long Term Financial Plan, Pricing Policy 2019, Rating and Revenue Plan 2021-2025, Procurement Policy, Customer Complaints Policy and Gender Equality Action Plan 2021-2025.

The actions Council has taken towards achieving the new strategic objectives are detailed in the Performance Summary section of this report.

Mayor's message

I am pleased to present Yarra's Annual Report for the 2021/22 financial year, covering the first year of Yarra's 2021-25 Council Plan.

This is the first year we have been guided by Yarra's Community Vision 2036, an inspirational and bold statement from our community, giving Council a mandate to create a fairer, more equal Yarra and to tackle the climate emergency.

COVID-19

This year could also be seen as the first in the recovery phase of the pandemic, as COVID-19 becomes part of our everyday lives and we learn to live with the virus. Supporting our community to adapt and thrive during these challenging times has been a huge focus for Council, both in terms of staff time and Council financial contributions to recovery efforts.

In this regard, one of the biggest success stories from this past year has been our "parklet" program, which has enabled hundreds of local businesses to use on-street car parks to extend their outdoor dining areas.

Yarra's program, which was one of the first permanent parklet programs to be introduced in Australia, represents a fundamental shift in how our streets operate, making them more vibrant and accessible. Not only do the parklets enable people to eat and drink in a more COVID-safe way, they enable our hard hit businesses to increase their seating capacity, trade and revenue. They also support local jobs and create more people-centric and liveable streets.

Climate emergency

Despite the obvious and ongoing challenges presented by the pandemic, I am proud to say that as a Council and a community, we continue to take strong action to tackle the climate emergency.

This year marked our 10th year as a certified carbon neutral organisation. Since 22000/01, Yarra's total emissions have reduced by almost 75 per cent, with major reductions achieved via upgrades to street lighting, building upgrades (including transitioning buildings off gas) and sourcing 100% renewable electricity.

We were proud to partner with the Yarra Energy Foundation and other organisations to launch the first-ever inner-urban community battery in Australia. Located in Fitzroy North, the battery will provide solar power to around 200 homes, storing energy during the day and feeding it back into the grid at night. This fantastic initiative was funded in large part by the State Government's Neighbourhood Battery Initiative and demonstrates the great things that can be achieved when community, industry and different levels of government work together.

A critical component of Council's climate emergency response is transport, and we made significant progress in this area with the adoption of our first ever Transport Strategy. It prioritises the modes of transport that are sustainable, safe, healthy and affordable, and identifies improvements needed to ensure these modes are accessible across the whole municipality.

Through this strategy, we are establishing Yarra as a leader in sustainable transport. We are a city that responds boldly to the climate emergency and to the needs of our growing and diverse population. A city that embraces innovation, new technologies and a people-centred approach to getting around.

Yarra, alongside Merri-bek/Moreland Council, also lead the Council Alliance for a Sustainable Built Environment (CASBE) work in developing a planning scheme amendment for zero carbon developments. Recently, 24 Councils jointly lodged this proposed amendment with the State Government, and we look forward to seeing progress on it over the coming year.

Infrastructure

This year we also saw some great infrastructure projects come to fruition. A major upgrade of Richmond's Jack Dyer Pavilion was completed, providing improved facilities, gender-inclusive change rooms and a spacious new canteen for local sporting clubs, plus a flexible community space for broader community use.

We've also continued to progress a number of other important projects including the creation of new open spaces in both Cremorne and Collingwood, upgrades to the netball courts and pavilion at Ryan's Reserve in Richmond and upgrades and an expansion of Richmond Kindergarten. Plans for renewed facilities for Brunswick Street Oval were also passed with significant excitement.

Open Libraries

Our ever-innovative Yarra Libraries team launched the Open Libraries project at Richmond Library this year. Inspired by European libraries, the project enables library members access to the library outside of ordinary opening hours, and is the first of its kind in metropolitan Melbourne.

After a successful four-month pilot, the project was expanded to Bargoonga Nganjin North Fitzroy Library. I was thrilled to be one of the first library members to be inducted, and one of 333 library users who can now access library resources after hours.

I highly encourage residents and community members to sign up for this program.

Our diverse community

More than ever, this year we needed to go the extra mile to ensure that community members from diverse cultural and linguistic backgrounds were able to access critical support and services. Recognising this need, we have employed a team of casual Bicultural Liaison Officers (BLOs) that support Council and local organisations to engage with our non-English speaking communities more effectively.

The BLOs represent 11 culturally and 14 linguistically diverse backgrounds and most are Yarra residents. They provide advice on effective engagement strategies for diverse communities and the development of accessible communication materials, as well as sharing important information with their community networks and assisting people to participate in Council projects and consultations.

Pride

Reflecting back, one of the highlights of the year was the inaugural Pride Street Party held in Collingwood and Fitzroy in February 2022. Commemorating the 40th anniversary of the decriminalisation of homosexuality in Victoria, the event attracted more than 30,000 people to Gertrude, Smith and Peel Streets, and was incredibly heart-warming event. It was also a big success for local businesses, who threw their support behind the occasion.

Thanks to Council's advocacy, the State Government announced that the event will stay in Yarra for a further 4 years. Together with my fellow councillors, I am absolutely thrilled and look forward to working with our partners to ensure the event builds on its success in future years, in celebration of our LGBTIQA+ community.

Despite all the challenges of the past year, I am so proud of all that we were able to achieve. Listening to our community and working collaboratively together, as well as with other levels of government, and community groups and organisations, we have made some huge strides towards realising our Community Vision and creating the vibrant, safe and inclusive environment we all strive for.

Cr Sophie Wade

Mayor

Chief Financial Officer's report

The Chief Financial Officer's report provides a summary of Council's financial activities and performance for the financial year 1 July 2021 to 30 June 2022.

Council's financial performance focused on achieving the objectives of the *Council Plan 2021-2025*. Financial performance into the future is guided by both the current Council Plan and the Long-Term Financial Plan.

Key considerations in financial performance are ensuring financial sustainability, maintenance, and improvement of infrastructure assets, enhancing quality services and outcomes and supporting the community through coronavirus (COVID-19). Full financials are available in the Financial Statements section.

Impact of COVID-19

Council's operations and, consequentially, its financial results, were significantly impacted by the prolonged impacts of COVID-19 during the 2021/22 financial year.

Victorian Government restrictions and health orders in response to COVID-19 required Council to temporarily close recreation and leisure facilities as well as other public facilities including, libraries, halls and golf courses. Closures, along with reduced revenue from compliance and statutory fees, significantly impacted Council's revenue levels for the 2021/22 financial year.

We made a deliberate and considered decision to step up and assist our community and businesses during the pandemic. Initiatives included, the COVID Safe Outdoor Dining Activation program as well as waiving all fees associated with outdoor dining, the extension of our hardship policy, and waiving other license fees and interest to lessen the prolonged impacts of COVID-19. Importantly, these targeted measures assisted the most vulnerable members of our community.

Further detail on these impacts is provided in the relevant sections of Council's 2021/22 financial statements.

Financial snapshot

- $202.6 million income in 2021/22 compared to $188.6 million income in 2020/21.
- $1.1 million operating surplus compared to $10.1 million operating deficit in 2020/21.
- $33.6 million in capital works expenditure compared to $25.7 million capital works expenditure in 2020/21.
- $2.15 billion in assets in 2021/22 compared to $2.14 billion in assets in 2020/21.
- $120.9 million in rates and charges (60% of income) compared to $116.2 million in rates and charges (62% of income) in 2020/21. More information on rates is included in the Income section later in this report.
- Cash, cash equivalents and term deposits of $79.8 million in 2021/22 compared to $88.9 million in 2020/21.
- Interest bearing debt of $39.2 million in 2021/22 compared to $41.2 million in 2020/21.

Operating result

Net results 2017/18 to 2021/22

	2017/18 $'000s	2018/19 $'000s	2019/20 $'000s	2020/21 $'000s	2021/22 $'000s
Income	191,451	207,354	199,904	188,599	202,562
Expenses	170,582	181,432	188,501	198,725	201,449
Surplus/Deficit	20,869	25,922	11,403	(10,126)	1,113

The net result is Council's operating result, comprising operating income less operating expenditure. It includes non-cash items, such as depreciation and accrual accounting items, and is, therefore, not a cash surplus.

Equity

Year-end balance 2021/22

	$'000s
Balance at the beginning of the financial year	2,038,246
Surplus for the year	1,113
Net reserves movement (including revaluation increment)	8,122
Balance at the end of the financial year	**2,047,481**

Cash Flow

Year-end cash position 2021/22

	$'000s
Net cash provided by operating activities	28,325
Net cash used in investing activities	(47,833)
Net cash provided by financing activities	(4,620)
Net increase (decrease) in cash held	(24,128)
Cash at the beginning of the financial year	78,930
Cash at the end of the financial year	**54,801**

Balance Sheet

Summary Balance Sheet 2021/22

	$'000s
Current assets	104,827
Non-current assets	2,042,940
Total assets	**2,147,766**
Current liabilities	61,486
Non-current liabilities	38,799
Total liabilities	**100,285**
Net assets	**2,047,481**
Accumulated surplus	654,053
Reserves	1,393,428
Equity	**2,047,481**

Capital works program

Council allocates funding on an annual basis for the renewal of the community's assets, which are valued at over $2.1 billion. Funding is also allocated for new upgrades and asset expansion, which deliver a range of works that enhance Yarra City and its infrastructure.

Council continued its journey towards providing a sustainable level of asset renewal funding to ensure financial sustainability into the future.

Council successfully delivered a $33.6 million capital works program, including: $12.2 million on buildings, $16.9 million on infrastructure such as roads, footpaths, drainage and open space/recreational facilities, and $4.5 million on plant, technology and equipment. Refer to the Capital Works and Financial Statements sections for more details.

Financial statements

Council's financial statements detail the total financial transactions and activities for the year as well as an overview of Council's financial position. The financial report includes five major financial statements: Comprehensive Income Statement; the Balance Sheet and the Statement of Changes in Equity; the Statement of Cash Flows; and the Statement of Capital Works. Refer to the Financial Statements section for full details.

Comprehensive income statement

Major categories of both income and expenditure to determine the surplus (or deficit) for the year are included in the Comprehensive Income Statement. The operating surplus for 2021/22 (income less expenditure) is $1.1 million. Total operating income of $202.6 million was recognised and total operating expenditure of $201.4 million was incurred. Major income categories include rates and charges, statutory fees and fines, user fees, government grants and contributions. The following table details the composition of Council's $202.6 million total operating income for 2021/22.

Income by category 2021/22	$'000s	%
Rates and charges	120,957	59.7%
Statutory fees and fines	23,168	11.4%
User fees	26,014	12.8%
Government grants	24,814	12.3%
Contributions	5,737	2.8%
Other income	1,872	0.9%
Total income	**202,562**	**100.0%**

Rate cap compliance

Council complied with the Victorian Government's cap on rates and has complied each year since the introduction of the rate capping system.

Expenditure by category

Most of Council's operating expenditure relates to direct service delivery. Major expenditure categories include employee costs, materials and services, doubtful debts, depreciation, amortisation right of use assets and borrowing costs. The following table details the allocation of Council's $201.4 million total operating expenditure for 2021/22.

Expenditure by category 2021/22	$'000s	%
Employee costs	97,865	48.6%
Materials and services	73,017	36.2%
Depreciation	23,960	11.9%
Amortisation – right of use assets	1,263	0.6%
Bad and doubtful debts	2,271	1.1%
Borrowing costs	1,163	0.6%

Finance – costs leases	147	0.1%
Net loss on disposal of non-current assets	1,068	0.5%
Other expenses (e.g., auditors' fees, councilors' allowances)	695	0.3%
Total expenditure	**201,449**	**100.0%**

Balance sheet

Council's Balance Sheet (see the Financial Statements section) shows what Council owns (its assets), what it owes (its liabilities) and its net worth.

Assets

The major components of assets include property (land and buildings), infrastructure assets (roads, footpaths, drains), plant and equipment, cash and investments, and debtors. As at 30 June 2022, Council held $2,147.8 million in assets, an increase on the previous year of $10.3 million.

	2017/18 $'000s	2018/19 $'000s	2019/20 $'000s	2020/21 $'000s	2021/22 $'000s
Assets	1,975,180	2,087,495	2,050,781	2,137,461	2,147,766

Liabilities

Council's liabilities include amounts owed to suppliers, employee leave entitlements and borrowings. As at 30 June 2022, Council's liabilities totalled $100.2 million, an increase of $1.07 million on the previous year.

	2017/18 $'000s	2018/19 $'000s	2019/20 $'000s	2020/21 $'000s	2021/22 $'000s
Borrowings	44,867	43,691	42,473	41,203	39,171
Other liabilities	35,026	39,930	52,254	58,012	61,114

Statement of changes in equity

The Statement of Changes in Equity (see the Financial Statements section) details the changes in Council's retained earnings and reserves movement during the reporting period. Council's equity as at 30 June 2022 was $2,047.5 billion, an increase of $9.2 million during the year, mainly due to increment of asset revaluation reserves.

	2017/18 $'000s	2018/19 $'000s	2019/20 $'000s	2020/21 $'000s	2021/22 $'000s

Council equity	1,895,287	2,003,874	1,956,054	2,038,246	2,047,481

Statement of cash flows

The cash flow statement (see the Financial Statements section) details Council's cash inflows and outflows for the year. Council's cash balance as at 30 June 2022 was $54.8 million. In addition, also available at Council's disposal are term deposits of $25 million. Cash and term deposits will be utilised to fund Council's obligations during 2022/2023.

	2017/18 $'000s	2018/19 $'000s	2019/20 $'000s	2020/21 $'000s	2021/22 $'000s
Cash and cash equivalents	51,086	87,653	94,738	78,930	54,801

Audit opinion

Council has received an unmodified (clear) audit opinion from the Victorian Auditor-General's Office (VAGO).

Future directions

Yarra's long-term planning strategy principles are focused on creating a sustainable financial environment. This enables Council to continue to provide the community with high quality and required services and infrastructure into the medium and long terms, driven by the *Yarra 2036 Community Vision*.

Your investment in Yarra

Service	2021/22 $'000s	% of Council spending
Infrastructure and asset management	22,025	10.9%
Waste and recycling	20,869	10.4%
Strategic and statutory planning	13,677	6.8%
Construction management	2,405	1.2%
Customer service	3,174	1.6%
Family, youth and children's services	19,035	9.4%
Aged and disability services	5,703	2.8%
Library services	6,432	3.2%
Leisure, arts, culture and venues	16,968	8.4%
Parks and recreation	9,554	4.7%
Compliance, parking and traffic	18,663	9.3%
Strategic transport and sustainability	4,229	2.1%
Advocacy, engagement and communications	7,236	3.6%
Finance, performance, systems and people	14,274	7.1%
Governance	10,673	5.3%
Interest, depreciation, amortisation	26,533	13.2%
TOTAL	**201,449**	**100.0%**

Capital works

Working for you

There were 291 projects with a total budget of $51.56 million in the 2021/22 capital works program, consisting of $39.16 million adopted in the 2021/22 budget and $12.40 million of budgeted works carried forward from 2020/21.

This financial year, Council completed 188 capital works projects with a total value of $25.73 million. This represents 68% by value of the total 2020/21 program, or 84% of the value of the 2020/21 adopted capital budget. There was significant impact on the delivery of projects as a result of the COVID-19 pandemic and associated restrictions. These included limitations on permitted workers on sites, restrictions impacting our ability to undertake necessary community consultation, contractor unavailability and on-going delays and shortages of construction materials.

The capital works program represents a major investment in the Yarra community. It allows Council to provide new community infrastructure and renew or upgrade existing infrastructure.

Capital works summary 2021/22

Capital works	$'000s
Buildings and facilities	12,217
Plant, machinery & equipment	1,887
Computers and telecommunications	1,835
Fixtures, fittings and furniture	110
Library resources	635
Roads	6,036
Bridges	2
Footpaths and cycleways	2,790
Drainage	3,579
Waste management	65
Parks, open space and streetscapes	2,777
Other infrastructure	1,700
Total	**33,635**

Capital works highlights 2021/22

Buildings and facilities	$'000s
Jack Dyer Pavilion (Citizens Park) redevelopment	2,483
Mary Rogers Pavilion (Ryan's Reserve) replacement	1,570
Richmond Kindergarten extension and upgrade	1,324
Edinburgh Gardens public toilets (two locations)	644
Gyms energy efficiency passive thermal upgrades	298
Transitioning Council facilities from the use of natural gas – removal of gas from 18 sites	281

Plant, machinery and equipment	$'000s
Passenger cars and commercial vehicles – electric/ hybrid/ low emissions	824
Parking pay stations and sensor replacements	507
Solar panels and energy efficient equipment upgrades	105
Smart poles	64

Computers and telecommunication	$'000s
Geographic Information System replacement	302
Unified communications audio-visual and collaboration equipment	243

Library resources	$'000s
Books	385
e-Collection	240

Roads	$'000s
19 road pavement renewal projects	1,912
20 kerb and channel renewal projects	1,909
12 laneway renewal projects	630
4 tree root damage rectification projects	464

Footpaths and cycleways	$'000s
28 footpath renewal projects (including 3 activity centres)	2,136
Cycling infrastructure	323

Drainage	$'000s
Holden St, Fitzroy North drainage improvements	1,061
Drain pipe relining program	1,047
7 drainage renewal projects	579
Ramsden St Oval stormwater harvesting	263

Parks, open space and streetscapes	$'000s
Stephenson Reserve (Cremorne) park extension and redevelopment	333
Citizens Park (Richmond) playground renewal	254
Gwynne Street (Cremorne) pocket park extension and upgrade	223
Fairfield Park Oval (Alphington) turf renewal, irrigation and drainage works	204
Reid Street (Fitzroy North) new local park	137

Other infrastructure	$'000s
LAPM 19 (Bendigo precinct) local area placemaking study works	471
LAPM 3 (Scotchmer precinct) local area placemaking study works	263
Gipps St intersections safety improvements	216
High efficiency streetlights	68

Capital works spotlight

Jack Dyer Pavilion (Citizens Park) redevelopment

2021/22 expenditure: $2,483,000

The Jack Dyer Pavilion in Citizens Park, home to local cricket, junior football and athletics clubs, was redeveloped by Council in partnership with Sport and Recreation Victoria. Yarra Council acknowledges the support of the Victorian Government.

The redevelopment includes four change rooms to allow for growth in female participation, upgraded umpire's facilities, an improved and expanded kitchen and kiosk facilities and club rooms. The pavilion also includes a community space with its own kitchen and amenities.

The redevelopment included several environmentally sustainable design features such as substantial 11kW solar array, passive design efficiencies including above-standard insulation and inclusion of skylights to several rooms, and energy-efficienct lighting. Water efficiency measures include harvesting and reticulation of stormwater for the toilets in the pavilion. The pavilion will not utilise any natural gas – with the solar array and Council's use of green electricity supply, the pavilion will have no greenhouse gas emissions from operations.

The redeveloped pavilion retains the original, structurally-sound two-storey 1940s red brick portion of the previous pavilion, which also provides better sustainability outcomes as compared to a full demolition and rebuild.

This project commenced construction during the 2020/21 budget year was completed in the 2021/22 budget year.

Edinburgh Gardens public toilets

2021/22 expenditure: $644,000

A project to upgrade and expand the capacity of public toilets in Edinburgh Gardens was delivered in 2021/22, fully funded by the Federal Government's Local Roads and Community Infrastructure Program.

Additional public toilets, hand washing stations and water fountains were provided at two sites within the park. The toilet block near St Georges Road on the northern side was upgraded to provide capacity for an additional six users at that location, and upgrades at the Alfred Crescent Pavilion towards the south of the park provide capacity for an additional eleven users at that location.

The upgraded toilet facilities will assist with meeting demand at peak usage times, and reduce the need for portable toilets to be used in the future.

Pocket park upgrades in Cremorne

2021/22 expenditure: $333,000 (Stephenson Reserve) and $223,000 (Gwynne St)

Council identified the need to refurbish the two small spaces in Stephenson Street Cremorne. Stephenson Street Reserve was colloquially known by locals as 'three seats and a bin', whilst the small pocket at Gwynne St was a forgotten-about corner. Council undertook design investigations to make the spaces larger by utilising excess road space with the focus to provide meaningful, useable spaces for the community.

Gwynne Street includes a multitude of seating types across the two spaces, catering to different group sizes. A Council-first is the Stratavault system installed beneath the pavement surface, which provides a greater soil volume for trees to grow to their maximum potential, which would be otherwise impossible in such a small space.

Stephenson Street Reserve is a larger space, and the new design focusses on the existing mature Eucalyptus trees with a grassed area below and two new seating spaces created on either of the space. Carefully integrated seating options include different sized table settings, allowing more people to enjoy the space, for lunch or a cup of coffee, meeting up with a friend or colleagues. A drinking fountain is located on the central path for easy access. Two new passively irrigated garden beds with medium size trees and low flowering plants border the space and provide relief from the road and rail corridor.

Both spaces have also been designed with accessibility in mind, providing accessible seating options, as well as improving the connecting footpaths to improve access along Stephenson St overall. All of the furniture was custom designed in-house and was built by a local Melbourne manufacturer, whilst all the stone paving was locally sourced from a quarry in Castlemaine.

Gipps St intersections safety improvements

2021/22 expenditure: $216,000

This year, Council substantially completed safety upgrades on Gipps Street at the intersections with Hoddle Street and Wellington Street in Collingwood.

We installed protected bicycle lanes on the approaches to each intersection to reduce conflicts between people using the street. Traffic signals have also been upgraded, including a dedicated right turn lane and signal for people on bicycles turning right into Wellington Street from Gipps Street.

These changes improve safety, visibility and comfort for people cycling for transport and recreation along a major active transport route in Yarra. It delivers part of the Strategic Cycling Corridor and New Deal for Cycling Network linking Wellington Street to the Main Yarra Trail and other key bicycle corridors.

LAPM 19 (Bendigo precinct) local area placemaking study works

2021/22 expenditure: $471,000

Council delivered three pedestrian safety improvements including a raised pedestrian crossing on Bendigo Street, which was fully funded by a Commonwealth Government Road Safety grant, and two further raised pedestrian crossings on Yarra Boulevard, which were co-funded by a Traffic Accident Commission (TAC) grant.

The raised pedestrian treatment on Bendigo Street provides safe access on a busy street at a location with high pedestrian demand including a high number of crossing school children. The delivered treatment includes five new bicycle corrals, extended tree squares and a widened area for street trading for a popular local café, which in turn provides a better outcome for passing pedestrians.

The raised pedestrian treatments on Yarra Boulevard addresses a key barrier to accessibility and pedestrian safety for school children on a busy higher speed road near to Melbourne Girls College. The raised treatments include flashing lights and new landscaping.

In the 2022/23 financial year, Council will improve street lighting on Bendigo Street and Yarra Boulevard and once delivered, LAPM 19 will be complete.

Holden St, Fitzroy North drainage improvements

2021/22 expenditure: $1,061,000

These flood mitigation and improvements works were co-funded by Yarra City Council and the Australian Government's Local Roads and Community Infrastructure Program. They are projected to reduce the localised flooding risk for approximately 227 buildings and Parcels in and about Holden Street. Detailed modelling was undertaken with mitigation scenario optimising the flood reductions. Improvements have considered climate change scenario with no adverse impact within the catchment. Effective liaison with Melbourne Water, Greater Western Water, APA and Council ensured a positive outcome for our community.

In addition, Local Area Traffic Management works were delivered improving road and pedestrian safety. These include five road humps, three kerb extensions, footpath and kerb and channel works.

Fleet Emission Reduction Project

2021/22 expenditure: $844,000

As part of Council`s commitment to reducing emissions across its operations, we acquired ten hybrid light vehicles and five all-electric light vehicles to replace fuel-only operational vehicles. We also secured one all-electric truck to replace an existing diesel truck.

Council also acquired fourteen e-bikes. In addition to vehicle acquisitions, Council partnered with the Northern Alliance for Greenhouse Action to develop a transition plan to move all operational fleet from fossil fuels to electric.

Your Council

Councillors

The Yarra community is represented by nine elected councillors. Individual councillors are able to consult with community members and advocate on their behalf however, they can only make decisions as a collective.

Each November, councillors elect a mayor to chair formal meetings and speak on behalf of Council.

Langridge Ward

Cr Gabrielle de Vietri (Mayor July to November 2021)

Cr Stephen Jolly

Cr Anab Mohamud

Melba Ward

Cr Edward Crossland (Deputy Mayor November 2021 to June 2022)

Cr Herschel Landes

Cr Claudia Nguyen (Deputy Mayor July to November 2021)

Nicholls Ward

Cr Bridgid O'Brien

Cr Amanda Stone

Cr Sophie Wade (Mayor November 2021 to June 2022)

Council staff

Organisational structure

Chief Executive Officer Sue Wilkinson						
Executive Management Team						
Director Corporate, Business and Finance **Diarmuid McAlary**	Director Community Wellbeing **Malcolm Foard (Acting)**	Director City Works and Assets **Chris Leivers**	Director Planning and Place Making **Bruce Phillips**	Group Manager CEO Office **Ivan Gilbert**	Group Manager People and Culture **Gracie Karabinis**	Group Manager Advocacy and Engagement **Brooke Colbert**
Chief Financial Officer	Manager Aged and Disability Services	Manager Building and Asset Management	Manager City Strategy	Senior Coordinator Property Services	Manager Organisational Culture, Capability and Diversity	Unit Manager Digital Communications and Marketing
Manager Compliance and Parking Services	Manager Family, Youth and Children's Services	Manager City Works	Manager Statutory Planning	Coordinator Office of Mayor and councillors	Manager Risk and Safety	Communications and Engagement Projects lead
Manager Corporate Planning and Performance	Manager Yarra Libraries	Manager Recreation and Leisure Services	Unit Manager Strategic Transport	Senior Advisor City Heritage	Manager Human Resource Services and Support	Senior Advisor – Advocacy and Partnerships
Manager Customer Service	Unit Manager Arts, Culture and Venues	Manager Infrastructure, Traffic and Civil Engineering	Municipal Building Surveyor	Senior Governance Advisor		Unit Manager Strategic Communications and Engagement
Manager Information Services	Manager Social Strategy and Community Development	Strategy and Transformation Lead – Yarra CityLab	Unit Manager Sustainability	Coordinator Aboriginal Partnerships		

Executive Management Team

Vijaya Vaidyanath, Chief Executive Officer (finished January 2022)
Chris Leivers, Acting Chief Executive Officer – January to June 2022
Sue Wilkinson, Chief Executive Officer – Commenced 27 June 2022

The Chief Executive Officer is responsible for the implementation and maintenance of Council's policies. The CEO is ultimately responsible for all policies, decisions and services provided by Yarra's elected Council. As the conduit between Council and the organisation's workforce, the CEO ensures that the organisation's day-to-day activities are aligned with its long-term strategic objectives. They provide high-level advice to councillors and acts on behalf of the organisation in a range of contexts.

Diarmuid McAlary – Director Corporate, Business and Finance

The Director Corporate, Business and Finance is responsible for managing Yarra's financial performance and long-term financial sustainability. They are also responsible for key corporate planning processes, information systems and procurement. Externally, the division manages customer service, local laws, compliance and parking enforcement and administration services.

Ivan Gilbert – Group Manager CEO's Office

The Group Manager CEO's Office is responsible for governance, property and heritage services, Aboriginal partnerships and providing support to the mayor and councillors. The position also oversees Council meetings, legal advice, issues management, processing protected disclosures, Freedom of Information and Victorian Government Ombudsman inquiries, maintenance of Yarra's public register, and instruments of delegation. They also serve as Internal Ombudsman.

Lucas Gosling - Director Community Wellbeing
(Lucas finished March 2022. Malcolm Foard Acting Director from March 2022 to present)

The Director Community Wellbeing is responsible for community wellbeing through policy development, service delivery, community planning and partnerships. They oversee activities focused on community participation, through services and activities related to libraries, older people, children, young people and families, social policy and community development, arts, culture, venues, and access and inclusion. This position also serves as project sponsor for major community infrastructure initiatives and oversees community partnerships, community grants, housing and homelessness and community safety.

Bruce Phillips – Director Planning and Place Making

Director Planning and Place Making is responsible for Yarra's physical, social and economic environment. The Director oversees activities related to economic development, environmental management and advocacy, urban design, parks and gardens, recreation and open space, statutory and strategic planning and sustainable transport. They also lead a number of major projects.

Chris Leivers – Director City Works and Assets
(Geoff Glynn Acting Director from January to June 2022)

Director City Works and Assets is responsible for the provision, maintenance and amenity of public infrastructure. The Director oversees traffic and civil engineering and the construction and maintenance of civil infrastructure such as roads, drains and footpaths. They are also responsible for the maintenance of open space and trees, asset management, construction management and asset protection, and recycling and waste, along with a range of other activities related to the management of buildings and assets. They are responsible for recreation and leisure services, as well as developing and implementing Yarra's capital works program.

Gracie Karabinis – Group Manager People and Culture

The Group Manager People and Culture is responsible for organisational development, culture and leadership development, diversity and inclusion, recruitment and payroll, employee and industrial relations, risk management, fraud and corruption, workplace health, safety and wellbeing and injury management.

Brooke Colbert – Group Manager Advocacy and Engagement

The Group Manager Advocacy and Engagement is responsible for internal and external communications, public relations, media relations, consultation and engagement, marketing and strategic advocacy across a range of traditional and digital channels.

Staff Profile

At 30 June 2022, we have employed 1484 people at Council with a full-time equivalent (FTE) of 828.09. A breakdown of our direct FTE employees is:

- 621.43 permanent, full-time (FTE)
- 108.81 permanent, part-time (FTE)
- 28.08 temporary (FTE)
- 69.77 casual (FTE)

Note: Employee data includes active employees on payroll (employees could be on paid and unpaid leave including casuals and temporary employees) and excludes vacant positions.

Workforce data by banding and gender
(includes casuals and temporary FTE, excludes vacant positions)

Structure	Band 1 FTE	Band 2 FTE	Band 3 FTE	Band 4 FTE	Band 5 FTE	Band 6 FTE	Band 7 FTE	Band 8 FTE	All other	Total
Permanent full-time – female	1	0	28.205	52.75	66	65.57	46.6	31	33.4	324.525
Permanent full-time – male	0	0	42	27	47.9	62	51	35	32	296.9
Permanent full-time – Self-described	0	0	0	0	0	0	0	0	0	0
Permanent part-time – female	1.36	1.64	14.76	20.31	19.71	8.33	4.36	.84	9.97	81.28
Permanent part-time – male	4	1.63	9.89	6.051	2.76	.8	2.4	0	0	27.531
Permanent Part-time – Self-described	0	0	0	0	0	0	0	0	0	0
Temporary – female	0	0	.4	3.59	2.48	6.273	1	0	1.5	15.243
Temporary – male	0	0	5	1	2.64	1.2	3	0	0	12.84
Temporary – Self-described	0	0	0	0	0	0	0	0	0	0
Casual	6.22	1	45.6	14.75	0.46	0	.6	0	1.14	69.77

Total FTE						**828.09**

Workforce data by division and gender
(includes casuals and temporary FTE, excludes vacant positions)

Employment type/gender	Advocacy and Engageme	CEO' s Office	City Works and Assets	Communit y Wellbeing	Corporate, Business and	Executive	People and Culture	Planning and Place Making	Total
Permanent full-time – female	13	6	43	137.93	56	2	18.6	48	324.53
Permanent full-time – male	4	2	125	37.9	87	0	5	36	296.9
Permanent full-time – Self-described	0	0	0	0	0	0	0	0	0
Permanent part-time – female	0	.65	5.79	58.80	11.49	0	1.4	3.15	81.28
Permanent part-time – male	.79	.8	5.1	10.30	7.3	0	0	3.24	27.53
Permanent part-time – Self-described	0	0	0	0	0	0	0	0	0
Temporary – female	0	0	1	9.64	0	0	1	3.6	15.24
Temporary – male	0	.8	7.6	3.84	0	0	0	.6	12.84
Temporary – Self-described	0	0	0	0	0	0	0	0	0

Employment type/gender	Advocacy and Engageme	CEO's Office	City Works and Assets	Communit y Wellbeing	Corporate, Business and	Executive	People and Culture	Planning and Place Making	Total
Casual	0	0	43.14	17.99	6.92	0	1.12	.6	69.77
Total FTE	**17.79**	**10.25**	**230.63**	**276.4**	**168.71**	**2**	**27.12**	**95.19**	**828.09**

Performance report

Strategic objectives

The *Council Plan 2021-25* includes six strategic objectives that describe Council's strategic direction for the four-year period. They are:

1. Climate and environment
2. Social equity and health
3. Local economy
4. Place and nature
5. Transport and movement
6. Democracy and governance

Strategies

Each strategic objective is supported by strategies, which identify the focus for the four-year period.

Strategic indicators

Strategic indicators provide a framework for measuring progress towards the achievement of each strategic objective.

Actions

Actions are the work activities undertaken by Council in pursuit of the strategic objectives and strategies. Drawn from the initiatives in the *Council Plan 2021-25* and actions in the *Annual Plan 2021/22*, these provide a framework for measuring Council's progress towards each strategic objective.

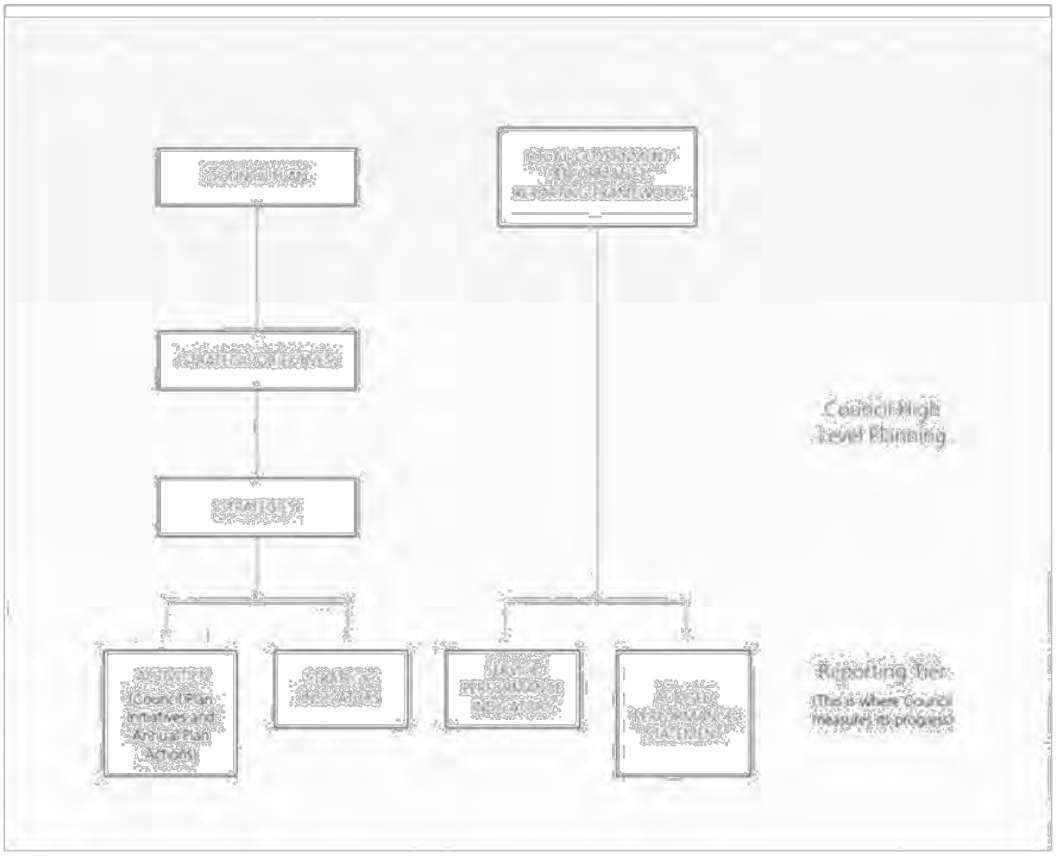
Service performance indicators

Local Government (Planning and Reporting) Regulations require councils to report on service performance indicators. The results of these indicators, including comparisons with other councils and sector averages, will be published on the Victorian Government's *Know Your Council* website later this year. Council has reported these under its relevant strategic objectives.

Performance statement

Council is required to publish an audited performance statement as part of its annual report.

The performance statement contains a selection of the service performance indicators as well as a number of financial performance indicators and sustainable capacity indicators. This is provided in the performance statement section.



Performance summary

The *Council Plan 2021-25* includes six strategic objectives that describe Council's strategic direction for the next four years, strategies for achieving these, and strategic indicators for monitoring achievement of the strategic objectives. The following are the six strategic objectives as detailed in the Council Plan.

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

Council's performance for the 2021/22 year has been reported against each strategic objective to demonstrate how Council is performing in achieving the *Council Plan 2021-25*. Performance has been measured as follows:

- Results achieved in relation to the strategic indicators in the Council Plan
- Progress in relation to the major initiatives identified in the budget
- Services funded in the budget
- Results against the prescribed service performance indicators and measures.

Municipal Public Health and Wellbeing Plan Indicators ❤

Under section 26 of the Public Health and Wellbeing Act 2008 (PHWA), local governments in Victoria are required to take responsibility for public health and wellbeing planning on behalf of their communities. As part of this, Councils must develop a Municipal Public Health and Wellbeing Plan (MPHWP). At Yarra, the MPWHP for 2021-25 is integrated within the Council Plan 2021-25. Indicators denoted with a ❤ throughout the document aligns to a health and wellbeing theme.

Actions

Each year Council also produces an annual plan based on the four-year Council Plan. It sits alongside the yearly budget and directs the projects and activities council will undertake towards achieving the strategic objectives.

Of the 50 actions outlined in the *2021/22 Annual Plan*, 41 (82%) were completed or were on track.

Achievements of Action undertaken in Council's *2021/22 Annual Plan*

Strategic objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
1. Climate and environment	8	5	3	0	0	0
2. Social equity and health	15	10	1	0	4	0
3. Local economy	4	3	1	0	0	0
4. Place and nature	13	5	5	1	2	0
5. Transport and movement	5	2	1	2	0	0
6. Democracy and governance	5	5	0	0	0	0
Total	**50 (100%)**	**30 (60%)**	**11 (22%)**	**3 (6%)**	**6 (12%)**	**0 (0%)**

Annual Plan completion rates 2018-22

Year	% Actions complete or on track
2018/19	83%
2019/20	86%
2020/21	89%
2021/22	82%

Strategic Objective 1 – Climate and environment

Strategic objective 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

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.

4. Lead, embed and promote the transition towards net zero carbon and a circular economy, and extend our impact through advocacy and partnerships.

Strategic indicators

The following statement reviews the performance of Council against the Council Plan, including results achieved in relation to the strategic indicators included in the Council Plan.

Council's *Climate Emergency Plan* embeds Yarra's commitment to respond to the climate emergency – it aspires to achieve zero-net emissions across the entire Yarra community by 2030. The Council Plan identifies a number of initiatives that work toward achieving this goal. Progress will be measured through the following complementary strategic Indicators covering reduction in greenhouse gas emissions, reducing gas usage by transitioning Council buildings off gas, and supporting residential and commercial solar panel installations. Council actively engages the community and advocates the benefits of reducing emissions. We will monitor our community's emissions profile snapshot through available third party data.

Council is actively working to transition to a circular economy and recognises the environmental benefit of minimising waste, consciously consuming and preserving resources. Council's waste avoidance goals are aligned to our draft Circular Economy Strategy, currently being developed. Council will deliver programs and initiatives to support the community and business to reduce food waste and non-recyclable plastic in the system and work to achieve its waste to landfill reduction goals.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Retain carbon neutral organisation status	Maintain	**2020/21** 100%	100%	100%		Council achieved carbon neutral status in 2012 and has retained it every year since.

ii. Percentage reduction in Council greenhouse gas emissions	Reduce	**2000/01** 18,433 tCO_2e **2019/20** 5,147 tCO_2e	-	**2020/21** 4,635 tCO2e Reduction since 2000/01 74.86% Reduction since 2019/20 9.95%		The 2000/01 Baseline provided for 'Percentage reduction' comparison to align with existing reporting protocols and targets as per Council's Organisational Roadmap to Zero Emissions by 2030. Council has achieved a 74.86% reduction against its 2000/01 baseline. At that time, Council's emissions were 18,433 tCO_2e and were 4,635 tCO_2e in 2020/21. Between 2019/20 and 2020/21, there has been a 9.95% reduction. Final utility data is not available until post-EOFY reporting period. 2020/21 is the most recent full data collection available at the time of reporting.
iii. Percentage reduction in community emissions by fuel source	Reduce	**2018/19** $MtCO_2e$ 1.679 Electricity – 1.085 (65%) Gas 326 (19%) Transport 211 (13%) Waste 57 (3%)	-	**2019/20** $MtCO_2e$ 1.612 Electricity 1.052 (65%) Gas 329 (20%) Transport 176 (11%) Waste 55 (3%)	-	Council will continue to educate and advocate to the Yarra community the benefits of reducing emissions. Source: *https://snapshotclimate.com.au/locality/municipality/australia/victoria/yarra/* Note that as stated on the 'Snapshot' web portal, there is a margin of error within the data, meaning caution should be applied to year-on-year changes in emissions representing localised changes, especially those Council may have influenced - "*The data and methodology underpinning Snapshot are as robust as you can find in Australia, but there is not enough granularity and too much susceptibility to change from external factors to allow for monitoring of community projects*" (Source: https://www.ironbarksustainability.com.au/resources/articles/snapshot-faq-for-australian-councils)
v. Reduce Council gas usage	Reduce	**2000/01** 39,937 GJ **2020/21** 32,493 GJ	-	32,037 GJ Reduction since 2000/01 19.78% Reduction since 2020/21 1.40%		2000/01 Baseline provided for 'percentage reduction' comparison to align with existing reporting protocols and targets as per Council's *Organisational Roadmap to Zero Emissions by 2030.* Council has achieved a 19.78% reduction against its 2000/01 baseline. At that time, Council's gas usage was 39,937 GJ and 32,037 GJ in 2021/22. During the last year, there has been a reduction of 1.40%.

iv. Number of Council buildings transitioned off gas	Increase	**2020/21** 6	18	18		Council's reduction in gas usage is supported by a program to remove Council buildings off gas. Gas was removed from six sites prior to 2021/22 and a total of 18 sites were fully transitioned off natural gas in 2021/22, for a total of 24 sites.
vi. Percentage of dwellings with solar installations	Increase	**2018/19** 9%	-	12%		12% of dwellings in Yarra have solar installations. This is an increase of 33% above the 2019 baseline. The *Climate Emergency Plan* target that aligns to this indicator is by 2024, double the percentage of dwellings in Yarra with solar energy systems from 9% in 2019. Installations are defined as under 10kW (Source APVI)
vii. Number of commercial solar installations	Increase	**2019/20** Installations 118 Capacity 4,541kW	-	Installations 218 Capacity 9,913kW		Installations have increased by 100 and capacity has increased by 118% above the 2020 baseline. The *Climate Emergency Plan* target that aligns to this indicator is by 2024, achieve a 50% increase in the capacity of commercial solar installations across Yarra. This target has been achieved in 2021/22. Installations are defined as over 10kW (Source APVI)
viii. Number of businesses engaged in programs and activities on renewable energy power purchase agreements, plastic free campaigns, and circular economy waste initiatives	Increase	**2021/22** # of businesses Sustainability programs - 166 Waste programs – 59 Total 225	225	225	No result	166 businesses were engaged in sustainability initiatives and activities including: • In-person business visits regarding the Small Business Energy Saver (SBES) Program • Engagements in the SBES program through completion of online forms and phone calls received • Attendance by small and medium-sized businesses across both SBES and Solar for Business webinars • Sustainable Business Working Groups • Business Renewables Buying Group • Direct contact • Other webinars 59 businesses were engaged in reducing single-use plastics behaviour change program. The baseline and target are based on 2022 actual businesses engaged in sustainability and waste programs.

ix. Percentage reduction of waste to landfill against 2020 levels	Increase	**2019/20** 36%	37% 1%	30% -6%		The ratio of waste diverted from landfill decreased to 30% in 2021/22 compared to our 2019/20 baseline of 36%. There has been an increase in the incidences of contamination as a result of the number of people working from home. The volume of rubbish has also increased through the same period.
x. Percentage of glass collected in the kerbside system recycled back into glass	Increase	**2020/21** 0%	90%	90%		In 2021/22, we collected 1,981T of glass and 1,785T was converted back into glass, a result of 90%.
xi. Percentage reduction in food waste generated from the household	Reduce	**2015** 45.5%	45.5% 0%	41.7% -3.8%		In 201/22, the volume of food waste in the waste stream was 41.7%, a reduction of 3.8% compared to the baseline of 45.5% when last measured in 2015. An independent audit of all waste streams is currently being conducted and will be completed in October/November 2022. Council delivers education and awareness campaigns to reduce food waste.
xii. Percentage reduction in the overall volume of non-recyclable plastics in the system	Reduce	**2021/22** 14.4%	-	14.4%	No result	The 2021/22 result has been used as the baseline due to the change in classification of materials under the China Sword Policy in 2019/20, increasing the types of plastics unable to be recycled since the last audit was done. The 14.4% baseline is the most recent measure and will provide a comparable base to measure future year results against. An independent audit of all waste streams is currently being conducted and will be completed in October/November 2022. Council delivers education and awareness campaigns and works with business to reduce non-recyclable plastics in the system.

Major initiatives

The following statement reviews the progress of Council in relation to major initiatives identified in the *2021-22 Budget* for the year. Some major initiatives also appeared in the Annual Plan.

Major Initiatives	Progress
Energy efficiency upgrades at gyms	All upgrade works at both gyms were completed.

Energy efficiency upgrades will be undertaken at Council's gyms to deliver significant energy saving costs and improve gym users' thermal comfort and experience at our gyms. Budget $315K Actual $298K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *c) Embed climate emergency responses, circular economy approaches and conscious consumption across Council directorates and branches and promote this within the community*	Richmond Recreation Centre gym works included thermal insulation to ceiling and walls, secondary glazing for all windows and efficient lighting upgrades. Collingwood Leisure Centre gym works included air conditioning efficiency improvements, secondary glazing for all windows and efficient lighting upgrades.
Replacing gas plant and equipment with electrical plant Council will 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. Budget $316K Actual $281K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *f) Transition Council operated buildings away from using gas, continuing with small sites and Collingwood Leisure Centre by 2025, and working towards transitioning all Council buildings by 2030*	Replacement works were completed at 18 sites.
Zero Carbon Development Planning Scheme Amendment A key action in the *Climate Emergency Plan*, Council is allocating funding to implement the zero-carbon development planning scheme amendment project. Budget $126K Actual $143K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *e) Complete work to introduce zero carbon standards into the planning scheme for new commercial and residential developments and seek change to the Victorian Planning Provisions via Ministerial approval*	In May 2022, Council resolved to join the Council Alliance for a Sustainable Built Environment (CASBE) group of Councils to request the Minister for Planning's 'authorisation' to prepare and publicly exhibit a Planning Scheme amendment, and to establish an advisory committee to advise on the proposed amendment with a view that it be approved by ministerial processes. A formal planning scheme amendment, including an evidence base and draft planning scheme controls were developed by the CASBE group and lodged for consideration by the Minister for Planning. Council continues to advocate to the Minister to support this current Planning Scheme amendment.
Community grants for climate action Council will increase its dedicated pool of funds for community-led projects that respond to the climate emergency. Budget $98K Actual $113K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative*	The Climate Action stream was presented through the annual grants program in 2021/22 with 20 projects funded for $113,000.

d) Engage and support the community to participate in climate emergency actions, including in relation to health-related impacts	

Services

The following statement provides information in relation to the services funded in the *2021-22 Budget* and the persons or sections of the community who received the service.

Service	Description	Net Cost Budget Actual Variance $000
Sustainability	Sustainability Services delivers overarching environment and sustainability policy, programs, engagement, and communications, focused strongly on responding to the climate emergency.	Budget $3,582 Actual $3,329 Variance $253
City Works	City Works oversees the delivery of all waste services and waste minimisation. Key services: • Waste and recycling services, policy, and planning • Waste minimisation • Street cleaning • Open space maintenance • Service improvements	Budget $33,372 Actual $32,176 Variance $1,196

Service performance indicators

The following statement provides the results of the prescribed service performance indicators and measures, including explanation of results in the comments.

	Results				
Service/ *Indicator/ measure*	2019	2020	2021	2022	Comments

Waste Collection ***Satisfaction*** *Kerbside bin collection requests* [Number of kerbside garbage and recycling bin collection requests / Number of kerbside bin collection households] x1,000	97.41	63.41	38.18	76.58	While there was an increase in the number of requests in 2021/22 compared to the 2020/21 result, the number is within the accepted range of past results 38 - 97. This relates to all bin requests, such as requests for new bins such as upgrade requests as well as any missed bins.
Service standard *Kerbside collection bins missed* [Number of kerbside garbage and recycling collection bins missed / Number of scheduled kerbside garbage and recycling collection bin lifts] x10,000	0.69	0.29	1.12	0.35	While missed bin collection requests decreased in 2021/22 (0.35) compared to 2020/21 result (1.12), the 2021/22 result is mid-range of results recorded for the past four years. In 2020/21, Council introduced a new glass waste service which contributed to an increase in missed bin collections request for that year.
Service cost *Cost of kerbside garbage bin collection service* [Direct cost of the kerbside garbage bin collection service / Number of kerbside garbage collection bins]	$77.26	$75.45	$76.01	$87.22	While the tonnage of waste to landfill in 2021/22 increased by 1.5% compared to 2020/21, tipping fees increased by 40%, accounting for the increase in the cost for bin collection from $76.01 in 2020/21 to $87.72 in 2021/22.
Cost of kerbside recyclables collection service [Direct cost of the kerbside recyclables bin collection service / Number of kerbside recyclables collection bins]	$48.05	$40.77	$40.09	$44.79	The cost of kerbside recycle bin collection service increased compared to previous years by 11%. The increase has been impacted by the purchase of an additional truck to support multi-unit development collections. There has also been an increase in recycling processing costs of approximately 5%. Contract rates increased by approximately 3%. Council does not provide a kerbside green waste bin collection service across the municipality.
Waste diversion *Kerbside collection waste diverted from landfill* [Weight of recyclables and green organics collected from kerbside bins / Weight of garbage,	37.72%	36.33%	33.03%	30.36%	The ratio of waste diverted from landfill decreased to 30% in 2021/22 compared to33% in 2020/21. The figures have remained consistent over the past two years

recyclables and green organics collected from kerbside bins] x100					

Annual Plan Highlights

The following are highlights and achievements of action undertaken in Council's *2021/22 Annual Plan*.

Action Description	Result	Comments
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 *This action links to the following Council Plan Initiatives* *a) 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* *c) Embed climate emergency responses, circular economy approaches and conscious consumption across Council directorates and branches and promote this within the community* *d) Engage and support the community to participate in climate emergency actions, including in relation to health-related impacts* *l) Engage businesses and partners to transition towards zero-net carbon and develop circular economy approaches*	On track	Year to date work to implement the *Climate Emergency Plan* includes shortlisting sites for installation of solar panels on Council buildings, promotion of Community Grants for Climate Action and rolling out a community climate action campaign. Council submitted documentation to the Global Covenant of Mayors for Climate and Energy and ICLEI – Local Governments for Sustainability (a global network of more than 1,750 local and regional governments committed to sustainable urban development). Both are global groups assessing organisations for their climate initiatives, awarding badges for significant achievements. Council received badges for all six categories. Yarra City Council has been confirmed as carbon neutral for the tenth year in a row for our entire Council operations by the Climate Active group. Since 2008/09, Yarra's total emissions have reduced by more than 70%. In March, Council officers received climate change training materials and a 'train the trainer' course from DELWP, which can be adapted to engage staff. These will be used to deliver climate risk workshops with key staff next quarter. Council launched the Business Renewables Buyers Group. We are leading this cross-council project, which includes the cities of Darebin, Merri-bek/Moreland, and Melbourne, as well as the Northern and Eastern Alliances for Greenhouse Action. Expressions of Interest from businesses closed 30 June 2022. The ESD Building Policy was updated and includes strengthened guidance for going off gas and climate resilience. Council imbedded sustainability impacts and adaptation in Council strategic document processes in the annual discretionary project planning processes via application of the QBL tool in all project bids. The Healthy Homes project is nearing completion after experiencing delays caused from COVID-19 impacts. Energy retrofits on over 50% of households in the project have been completed.

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. *This action links to the following Council Plan Initiative* *b) Develop and act on a 'roadmap to zero' including costed initiatives for community carbon emissions*	Complete	The *Roadmap to Zero Advisory Report* is complete. Ironbark Sustainability produced this Advisory Report which was presented to Council in February 2022 and released publicly in March. Recommendations in the report were considered in the development of the 2022/23 Council Budget.
Food Organics and Green Organics (FOGO) service. Investigate FOGO service model options. *This action links to the following Council Plan Initiative* *j) Introduce a service to separate organics from the waste stream*	On track	Research on service model options was presented to Council in February. A feasibility study is currently being undertaken with the outcome to be included in a report to Council in early 2022/23.
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. *This action is related to the following Council Plan Initiative* *j) Introduce a service to separate organics from the waste stream*	Complete	The Food Waste Avoidance program is being delivered in two stages. The communications campaign website page and corresponding material went live in June 2022. This has been tied into the Sustainability Team's Take Climate Action campaign, the Urban Agriculture's program and the sustainability initiatives implemented by Libraries and Neighbourhood Houses. The Behaviour Change program, which began in July 2021, will encourage residents to look at how much food waste they are producing, provide them with easy-to-use tools, support and interactive demonstrations and workshops.
Proudly Plastic Free Program. The Proudly Plastic Free program is a behaviour change campaign aimed at reducing the use of single use plastic packaging in food traders and educating the community on plastic waste avoidance. The whole of community approach aims to reduce the use of single-use plastic packaging and reduce our plastic waste footprint. *This action links to the following Council Plan Initiative*	Complete	Delivery of the program to phase out single use plastics within City of Yarra businesses commenced, with promotion and resource guides for traders available on Council's website.

k) Work with businesses and engage the community to reduce the use of single use plastics and phase out single use plastics across Council's operations		

Strategic Objective 2 – Social equity and health

Strategic objective 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

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. ❤

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. ❤

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. ❤

Strategic indicators

The following statement reviews the performance of Council against the Council Plan, including results achieved in relation to the strategic indicators included in the Council Plan.

Council plays a key role in contributing to our community's health and wellbeing. We recognise the broad scope of this important work to create safe, resilient, healthy, inclusive and socially well-connected communities where quality services are accessible to everyone. Social equity and health encompass a broad spectrum of Council services and activities and the Council Plan identifies a number of initiatives to connect people and make them feel safe and included. Progress toward this objective will be measured through the following complementary Strategic Indicators measuring requests and responses to homelessness, the provision of social and affordable housing in significant developments, cultural festivals and events and its community grants program, as well as selected customer satisfaction indicators.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
ix. Percentage of social and affordable dwellings created in new and significant developments (significant is defined as private developments of >50 dwellings)	Increase	NA	-	-	No result	In 2021/22, there were no significant developments that include affordable housing, that progressed past the pre-application phases. Through Amendment C269, Council adopted a position to seek the provision of 10% affordable housing in new and significant developments (if over 50 dwellings). This has been submitted to the Minister for Planning for Approval; however, is not currently in the Planning Scheme. This provision is consistent with the existing guidance note. This inclusion in our Planning Scheme sets out our expectations for affordable housing; however, it is not a mandatory requirement.
Net increase in social and affordable housing	Increase	**2018** 5,209 dwellings	-	5,224 dwellings		While not an adopted strategic indicator, reporting the net increase in social and affordable housing complements the above indicator 'Percentage of social and affordable dwellings created in new and significant developments'. It acknowledges significant investments by the State Government for example, Big Build, and other providers, that contribute to the outcome Council is seeking.
x. Number of requests for homelessness assistance responded to by Council	Maintain	**2020/21** 90	-	111		Council responded to 111 requests for homelessness assistance in 2021/22. During 2020/21, emergency accommodation was provided by the State Government as part of its COVID-19 response, reducing the number of homelessness cases responded to by Council. Council continued to receive reports of incidents of people sleeping rough from staff working in the field and community members. Sites can be in built and non-built environments. Council aims to actively manage 100 % of these sites. This entails extending offers of support through Launch, which may or may not be accepted by the client; and maintaining public health and safety by clearing and cleaning sites when required. The desired trend to 'Maintain' refers to Council's 100% response rate rather than the number of reports received. The number of reports received varies year-to-year and is an important indicator of community demand and need.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
xi. Importance of and satisfaction with services related to aged and disability*, family youth and children services*, cultural and library services and leisure services** and environmental and recreation services** 1. Arts and Cultural Activities 2. Library Services 3. Environmental responsibilities * Aged and Disability Services and Family, Youth and Children's Services were not included in the ACSS 2022. ** Leisure Services and Recreation Services (ie parks, gardens and reserves are reported in Place and nature below	Maintain or Improve	**2022** 1. 67.8 2. 81.2 3. 59.5	1. 67.8 2. 81.2 3. 59.5	1. 67.8 2. 81.2 3. 59.5	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
xii. Number of cultural and community events and festivals	Maintain	**2020/21** 20	20	49		Although COVID saw the cancellation of the Leaps and Bounds Festival in 2021/22 (100 events cancelled), State Government stimulus funding supported additional events and festivals during the period. Highlights include: Garden State Festival (including over 20 events); LGBTIQA+ Elders Dance Club; Victoria Street Lunar Festival; over seven events across Garrawang/NYE; Neighbourhood Watch outdoor cinema (four events); Collingwood Harvest Festival; Down at the Corner on Lulie.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
xiii. Number of community organisations supported through the community grants program	Maintain	**2020/21** 215	240	239		Council distributed $2.4M in community grants. There were 158 community organisations funded through the 2022 Annual Grants program and 81 groups and individuals supported through the 2021/22 Small Project Grants.
ii. Tobacco test purchase sale rates	Reduce	**2019** 8.3%	-	-	No result	The target is two days test purchase every six months in accordance with the funding level agreement with DHHS (managed by MAV). Due to COVID-19, the last time testing was conducted was in 2019. The sale rate was 8.3% (four sales out of 48 attempts). Substitute activities have included emailing all tobacco retail outlets reminding them of their responsibilities with respect to no sales of tobacco or e-cigarettes to under 18-year olds, suitable forms of ID to check, training requirements for staff, display requirements for tobacco and e-cigarette products and signage advice. Emails were also sent to all sporting clubs in Yarra with junior teams reminding them of the requirements that underage events are smoke free and that e-cigarettes are banned in addition to tobacco. Signage was offered. Audits were done of main streets to identify new tobacco and e-cigarette retailers and education material provided to advise of their responsibilities.
vi. Number of community gardens/ urban growing spaces active and maintained	Maintain	**2021** 180 boxes 9 spaces	200 boxes 9 spaces	220 boxes 25 spaces		There are 220 planter boxes in Yarra as at 30 June 2022, an increase of 40 compared to 2020/21. Yarra has over 25 community and laneway gardens and growing spaces. There are also six school gardens and an urban farm. Council worked with the community to identify sites for growing food and providing information/training on growing, harvesting and preserving food including delivering 10 workshops (online and in the community) involving over 200 people on topics including small space gardening and bees and beneficial bugs.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
As part of the integrated planning process and to ensure best practice, health and wellbeing measures related to the *Council Plan 2021-25* strategies and initiatives are measured annually. Annual measurement ensures that Council can be responsive to emerging trends in the community and that our work is evidence-based. Council has also implemented the Operational Supplement: Health and Wellbeing Activities (OSHWA) 21 -25. The OSHWA provides further detail on Council's investment in health and wellbeing for the community, and demonstrates Council's commitment to be transparent, accountable and accessible in our operations with our community The majority of the health and wellbeing indicators are measured by external agencies and as such, Council does not have ownership of the processes and cannot ensure that measurement is conducted in the most current year. Therefore, some indicators may have less current data than others. Though Council does not have a direct line of impact with the externally measured indicators, much of the work conducted by Council (detailed in the Council Plan and OSHWA) contributes to the health and wellbeing indicators, alongside other work done by external providers. Tracking these indicators provides important information on the Yarra community and assists with planning for future health and wellbeing work.						
i. Possible or definite alcohol related family violence incident (rate per 10,000)	Reduce	**2018/19** 228.58 per 100,000	-	**2019/20** 162.91 per 100,000	-	Turning Point Alcohol and Other Drug Statistics Council monitors this indicator and does not set targets. Council's role is to partner with agencies and advocate on behalf of the community. Rate per 10,000 data is not available per the indicator description. Rate per 100,000 will be reported.
iii. Gaming machine losses per adult	Reduce	**2019/20** $254	-	**2020/21** $188	-	Victorian Commission for Gambling and Liquor Regulation Council monitors this indicator and does not set targets. Council's role is to set policy, partner with agencies and advocate on behalf of the community. The result of $188 per adult is a 26% reduction compared to the 2019/20 baseline, noting gambling venues were closed due to COVID restrictions.
iv. Stalking harassment and threatening behaviour (rate per 10,000)	Reduce	**2019/20** 133.6 per 100,000	-	**2020/21** 147.5 per 100,000	-	Crime Statistics Agency Council monitors this indicator and does not set targets. Council's role is to partner with agencies and advocate on behalf of the community. Rate per 10,000 data is not available per the indicator description. Rate per 100,000 will be reported.
v. Family violence (rate per 10,000)	Reduce	**2019/20** 1,179.7 per 100,000	-	1,261.7 per 100,000	-	Crime Statistics Agency Council monitors this indicator and does not set targets. Council's role is to partner with agencies and advocate on behalf of the community. Rate per 10,000 data is not available per the indicator description. Rate per 100,000 will be reported.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
vii. Proportion of ambulance attendances for illicit drugs	Reduce	**2019/20** 899.6 per 100,000	-	**2020/21** 656.5 per 100,000	-	Turning Point Alcohol and Other Drug Statistics Council monitors this indicator. Council's role is to partner with agencies and advocate on behalf of the community.
viii. Proportion of telephone services for illicit drug use	Reduce	**2018/19** 170.5 per 100,000	-	**2019/20** 84.4 per 100,000	-	Turning Point Alcohol and Other Drug Statistics Council monitors this indicator. Council's role is to partner with agencies and advocate on behalf of the community. The result of 84.4 per 100,000 is for 2020 and is the most recent data available.

Major initiatives

The following statement reviews the progress of Council in relation to major initiatives identified in the *2021-22 Budget* for the year. Some major initiatives also appeared in the Annual Plan.

Major Initiatives	Progress
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. Budget $50K Actual $41K Annual Plan action – In progress, Monitor *This Major Initiative links to the following Council Plan Initiative* *f) Build and leverage partnerships with stakeholders to create inclusive and welcoming places for the whole community and support the promotion of positive social connections in the community*	The works to upgrade the centre have been delayed due to priority use for emergency food relief services due to COVID-19 which continued until March 2022. Delaying the closing of the centre for renovations, allowed the kitchen to remain open to continue food services support. Works are currently being assessed by Council's Building Services to align with structural changes to building to address accessibility improvements to the entrance on south side. Works will continue in 2022/23.
Brunswick Street Activity Centre	Tender prices exceeded the project budget so the project scope was amended. Council is seeking a response from

Council will undertake concept and detailed design and implement works to upgrade an existing kerb outstand on the southeast corner of Kerr Street and Brunswick Street, as part of the endorsed Brunswick Street Streetscape Masterplan. The project will increase public space in the busy shopping precinct, encourage public and business to return to Brunswick Street and improve the public realm with places to sit and new trees and greenery. Budget $180K Actual $0 Carry over into 2022/23 Budget $181K Annual Plan action – In progress, Monitor *This Major Initiative links to the following Council Plan Initiative* *h) Trial innovative interventions to the built environment to improve safety and inclusion in specific environments*	the funding body to a request for an extension of time to deliver the project.

Services

The following statement provides information in relation to the services funded in the *2021-22 Budget* and the persons or sections of the community who received the service.

Service	Description	Net Cost Budget Actual Variance $000
Aged and Disability Services	Aged and Disability Services provides a range of services to assist older adults and people with disabilities to live independently in their homes. The services include home care, personal care, home maintenance, meals and social support to older people, younger people with disability and their carers. The branch carries out community development and strategic planning roles to support the inclusion of older adults and people with disability in community life. Key services: • Delivering community care services • Community development • Support for older persons' groups • Strategy planning and development for disability, access and inclusion and active ageing • Community transport • Contract management	Budget $2,376 Actual $1,389 Variance $987
Community Development	Community development strengthens civic participation, champions social inclusion and cohesion and supports	Budget

	community groups and organisations through programs including the Community Grants Program, Neighbourhood Houses Partnership Strategy and MOU, Social Justice Charter, Homelessness & Rough Sleeping Engagement, Volunteering Strategy, Multicultural Partnerships Plan and Community Strengthening Policy Framework. Key services: • Community capacity building initiatives (community events, training and education) • Supporting multicultural community networks (Multicultural Advisory Group, Yarra Settlement Forum Yarra and Interfaith Network) • Manage relationships and funding agreements with Neighbourhood Houses and community centres • Grant making (applications, assessment, recommendation, awarding, monitoring and return measurement) • Engagement with rough sleepers and service coordination	$3,419 Actual $3,232 Variance $187
Compliance Services	Compliance Services is responsible for a range of statutory enforcement services to maximise the health, safety and harmony of the city. Key services: • Animal management • Local Laws enforcement • School crossing management • Temporary Liquor Licensing referrals • Local Law permits • Litter enforcement • Construction enforcement • Planning enforcement • Health protection • Gleadell Street Market	Budget $1,850 Actual $2,596 Variance -$746
Family, Youth and Children's Services	Family, Youth and Children's Services provides a diverse range of contemporary, affordable, responsive, accessible and quality frontline services to children, young people and families aged 0-25 years, and is also responsible for municipal wide planning for children and young people. Key services: • Education and care / children's services	Budget $7,666 Actual $7,263 Variance

	• Maternal and child health • Family support and programs • Youth and middle years' support programs • Service planning and development • Connie Benn Community Hub • Immunisation services	$403
Library Services	Yarra Libraries provides a place for all people to connect with others, discover new things and find inspiration, both within the library walls and beyond. Key services: • Free core public library services • Authoritative, accessible information services • Collections and services to support individual and collective quality of life • Development and delivery of activities and events to support reader development and social inclusion • Quality service which we develop and evaluate to pursue excellence • Places and spaces for the community to come together – both real and virtual.	Budget $5,487 Actual $5,626 Variance -$139
Recreation and Leisure	Recreation and Leisure Services operates three major leisure and aquatic facilities, a public golf course and a community gymnasium and provides a range of high-quality facilities and programs that encourage participation from a broad cross section of the community. The branch is also responsible for developing and maintaining multiple sporting facilities, grounds, and pavilions. Key services: • Collingwood Leisure Centre • Richmond Recreation Centre • Fitzroy Swimming Pool • Collingwood Estate Gym • Burnley Golf Course • Recreation planning, club development and sports field allocation	Budget $937 Actual $4,755 Variance -$3,818
Social Strategy	Social Strategy has responsibility for developing and implementing strategies on affordable housing and homelessness, alcohol and other drugs, gambling, community safety and population health and wellbeing. Key services: • Social policy advice	Budget $659 Actual $832

	• Strategic advocacy • Stakeholder management (government and commissioned agencies in justice, planning, health and human services, et.al) • Qualitative and quantitative survey research • Demography and population forecasts, social and health statistics • Geospatial analysis • Literature reviews	Variance -$173

Service performance indicators

The following statement provides the results of the prescribed service performance indicators and measures, including explanation of results in the comments.

	Results				
Service/ *Indicator/ measure*	2019	2020	2021	2022	Comments
Animal Management ***Timeline*** *Time taken to action animal management requests* *"[Number of days between receipt and first response action for all animal management requests / Number of animal management requests] x 100*	1.63	1.56	1.98	1.76	Council continues to take all necessary steps to timely action animal management requests. Time taken to action animal management requests remains under two days.
Animal Management ***Service standard*** *Animals reclaimed* *[Number of animals reclaimed / Number of animals collected] x 100*	53.63%	61.37%	49.81%	51.60%	Council collected 343 animals this year, an increase of 28% compared to 2020/21, and 177 were reclaimed.
Animals rehomed *[Number of animals rehomed / Number of animals collected] x 100*	New in 2020	4.67%	8.61%	5.25%	While the number of animals collected increased the number of animals rehomed decreased from 23 in 2020/21 to 18 in 2021/22.
Service cost	New in 2020	$4.93	$4.75	$5.19	The cost of the animal management service increased slightly due to inflation and included

Cost of animal management service per population *[Direct cost of the animal management service / Population]*					an increase in the contracted animal pound service.
Health and safety ***Animal management prosecutions*** *[Number of successful animal management prosecutions / Number of animal management prosecutions] x 100*	New in 2020	100.00 %	100.00 %	100.00 %	Council continues to perform well with all 10 animal management prosecutions ruled in favour of Council.
Food Safety ***Timeliness*** *Time taken to action food complaints* *[Number of days between receipt and first response action for all food complaints / Number of food complaints]*	2.24	1.56	1.78	1.58	Council continues to take all necessary steps to ensure public safety and all food complaints are monitored and actioned as a priority. Response time to action food complaints remains under two days.
Service standard ***Food safety assessments*** *[Number of registered class 1 food premises and class 2 food premises that receive an annual food safety assessment in accordance with the Food Act 1984 / Number of registered class 1 food premises and class 2 food premises that require an annual food safety assessment in accordance with the Food Act 1984] x100*	100.00 %	99.91%	97.00%	99.74%	Council's food safety assessment result is consistent with previous years. Council continues to undertake food safety assessments in accordance with the *Food Act 1984* that requires registered class 1 and 2 food premises to receive an annual food safety assessment. Inspections continued during the COVID-19 pandemic with Council adopting a Rapid Assessment Inspection model capping the time spent on site to reduce risk.
Service cost ***Cost of food safety service*** *[Direct cost of the food safety service / Number of food premises registered or notified in accordance with the Food Act 1984]*	$351.92	$361.60	$362.82	$417.21	In 2021/22, there was additional investment in new equipment and technology to support the team in the delivery of their food safety service which resulted in an increase in the cost of the service.

68, Health and safety *Critical and major non-compliance outcome notifications* *[Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about food premises] x100*	99.54%	100.00 %	99.54%	100.00 %	Council responds to 100% of critical and major non-compliance outcome notifications. Results less than 100% occur where follow-up inspections are delayed due to closures and re-inspections fall in the next period.
Libraries ***Utilisation*** *Physical Library collection usage* *[Number of physical library collection item loans / Number of library physical collection items]*	4.79	3.81	1.90	3.47	Libraries reopened their doors to the public in November 2021, allowing members direct access to their collection. The result was a significant increase in the collection usage compared to the previous year where COVID-19 restrictions saw libraries closed for a larger part of that period.
Resource standard *Recently purchased library collection* *[Number of library collection items purchased in the last 5 years / Number of library collection items] x100*	70.28%	70.98%	70.64%	60.79%	During 2020/21, the forced closures reduced the access for members to use the physical collection, leading to an increase in usage of the digital collection. In response to this, Council reduced its investment in new physical collection resources in 2021/22 and invested in its digital collection.
Participation ***Active library borrowers in municipality*** *[Number of active library borrowers in the last three years / The sum of the population for the last three years] x100*	19.72%	16.24%	15.10%	13.23%	The closure of libraries due to COVID-19 commenced in March 2020 and continued on and off throughout 2020/21 and 2021/22. During 2021/22, the library was closed for 100 days, opened with restricted hours and access for 173 days and business as usual for 92 days. Closures have impacted on the community's ability to actively engage with our library services. The active members calculation is based on the last three years during which the community's ability to access facilities and loans has been significantly impacted.
Service cost	New in 2020	$47.39	$48.66	$56.48	During 2021/22, Council's five libraries were closed as a result of COVID-19 for 100 days, opened with restricted hours and access for

Cost of library service per population *[Direct cost of the library service / Population]*					173 day, and open business as usual of 92 days. There was a high level of staff absenteeism during the period due to illness and close contact isolation requirements. Additional casual staff were employed to fill rosters to keep libraries open when they were allowed to operate. This additional staffing in addition to the engagement of COVID marshals at all sites increased the operating budget and the cost of the service during the period.
Maternal and Child Health (MCH) ***Service standard*** ***Infant enrolments in the MCH service*** *[Number of infants enrolled in the MCH service (from birth notifications received) / Number of birth notifications received] x100*	101.77 %	102.17 %	101.61 %	101.02 %	Infants are enrolled in the Maternal and Child Health service by Council as part of the birth notification process. A result of >100% can occur where the birth and first home visit occur in different financial years.
Service cost ***Cost of the MCH service*** *[Cost of the MCH service / Hours worked by MCH nurses]*	$77.97	$70.40	$68.03	$100.03	During 2021/22, while total costs remained comparable with 2020/21, there was a reduction of 32% in the number of service hours delivered compared to 2020/21. This was due to the impact of COVID-19 with reduced availability of staff and demand by clients due to illness, and the State Government's Code Brown mandate which prioritised key MCH services and suspended others for six weeks, further reducing total service hours in those services suspended.
Participation ***Participation in the MCH service*** *[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100*	82.75%	84.20%	84.63%	80.55%	Council contacts every family whose details are provided as part of the birth notification process inviting them to participate, offering a first home visit. Council is not in control of how many families accept the offer.
Participation in the MCH service by Aboriginal children *[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100*	78.43%	95.65%	97.34%	55.70%	During the pandemic, Council had a reduced capacity to undertake outreach with Aboriginal families. Yarra has a partnership with Victorian Aboriginal Health Services, and correct data recording and transfers are still being finalised. Both of these factors resulted in a variance compared to previous years. Council is working to understand the data and will focus on outreach and strengthening

					71participation appropriate by our Aboriginal community
Satisfaction ***Participation in 4-week*** *Key Age and Stage visit* *[Number of 4-week key age and stage visits / Number of birth notifications received] x100*	New in 2020	91.76%	91.36%	93.38%	Community participation in the four-week Key Age and Stage visit improved slightly compared to the 2019/20 and 2020/21 results.

Annual Plan Highlights

The following are highlights and achievements of action undertaken in Council's *2021/22 Annual Plan*.

Action Description	Result	Comments
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. *This action links to the following Council Plan Initiative* *i) Demonstrate gender equality in organisational processes (Democracy and governance)*	Complete	A report on the high-level findings of the *Gender Equity Strategy (2016-2021)* and corresponding action plans was presented to Council in August 2021. councillors were also briefed on the Workforce Gender Audit findings in September 2021, and recently received notification of compliance of our Workplace Gender Audit from the Commission for Gender Equality in the Public Sector. The Gender Equality Institute was engaged to review Council's tools and to conduct Gender Impact Assessment Training for Executive, Gender in Leadership Group, Gender Equality Action Group and the Organisational Culture, Capability and Diversity Team, taking place in November 2021. A half-day forum for people leaders and policy owners took place in February 2022. The GEAP was endorsed by Council's executive team in early March 2022 and submitted to the commissioner. The GEAP will be made available internally and externally once approved by the commissioner.
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*.	Complete	The *Council Plan 2021-25*, with the *Municipal Public Health and Wellbeing Plan* embedded within it, was adopted by Council on Tuesday 19 October 2021.
LGBTIQA+ Strategy (2021-2024) Council will continue implementation of its first LGBTIQA+ strategy which sets out clear	Complete	A report on the progress of the LGBTIQA+ strategy Year 1 Action Plan was presented to Council in April 2021. At the same meeting Council adopted the Year 2 Action Plan. Ongoing activities in the plan have commenced,

priorities and actions which, if implemented properly, will contribute to the LGBTIQA+ community being welcomed, engaged, and included equally. *This action links to the following Council Plan Initiative* *e) Support and promote LGBTIQA+ community and culture*		including facilitation of the Rainbow Advisory Committee and planning for an International Day Against LGBTIQA+ Discrimination (IDAHOBIT) event.
Safeguarding Children and Young People Action Plan (2021-2025) 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 thriving. *This action links to the following Council Plan Initiative* *f) Build and leverage partnerships with stakeholders to create inclusive and welcoming places for the whole community and support the promotion of positive social connections in the community*	Complete	The Child Safe Policy, Framework, related policies, and Action Plan were endorsed by Council's executive team in May 2022. Staff continue to work on carry-over actions from the previous plan and Year 1 actions included in new plan which respond directly to new legislative requirements which came into effect 1 July 2022. 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. A progress report was provided to the executive in May 2022. The scope of the plan was extended to four years as no other major reforms are anticipated, and to align with the Council Plan and other plans.
Community Grants Yarra provides a range of community grants to support local groups and community initiatives. Each year we distribute more than $2.4m 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. *This action links to the following Council Plan Initiatives* *c) Support and provide opportunities to celebrate culturally significant days and events, bringing together diverse cultures and increasing intercultural understanding* *d) Engage and support the community to participate in climate emergency actions, including in relation to health-related impacts (Climate and environment)*	Complete	A total of 239 annual grants were awarded in 2022; all have now been distributed. These included 71 small grants for the 2021/22 period from 129 applications. Six Room to Create Responsive Grants were awarded as well as four Youth-Led Grants.

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. *This action links to the following Council Plan Initiatives* *a) Embed, promote and enact the Yana Ngargna Plan in all our organisational activities*	Off track	Council recognised two days of significance and mourning for Aboriginal and Torres Strait Islander Peoples on January 26 and February 15. Aboriginal and Torres Strait Islander flags were flown at half -mast. A draft Year 3 Action Plan was developed and is currently under review by the Yana Ngargna Advisory Group. Once the review is completed, the final plan will be presented to Council. This action is off-track due to resourcing constraints.
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. *This action links to the following Council Plan Initiative* *b) Deliver campaigns and strategies to remove barriers and promote access and inclusion*	On track	During COVID-19 related centre closures, Council reached out to all existing members of Council's seniors' groups, providing remote meetings to engage members. Seniors' groups were supported to re-engage commencing physical meetings in late December. This will continue to be monitored as the COVID-19 situation develops. Christmas Celebration for Commonwealth Home Support Program clients took place, with 926 Christmas boxes individually delivered to clients living in Yarra. A consultant was engaged to deliver asset-based community development training which commenced in April 2022 for Yarra staff, seniors clubs' committees and members, advisory committee members, U3A and the Commonwealth Home Support Program. A research project completed with university students in engaging seniors' groups to identify gaps, resources and support needs. Ongoing support to seniors' groups has occurred to further assist the "recovery" phase of seniors' groups supporting members to meet and reconnect in a safe environment. The project plan for the formation of the CALD dementia support group was adjusted and agreed upon with Dementia Australia to enable a CALD dementia support group/dementia alliance to emerge. Bicultural liaison officers will be trained in Dementia Awareness/community education and engage seniors' clubs in their appropriate languages. Two projects were developed as part of the Seniors Health and Wellbeing Project. The first event invited groups to meet and share ideas. The second project will be delivered during the Seniors Festival to be held later in 2022.
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 in our community. Actions will be aligned with new and emerging priorities and needs as we emerge from COVID-19, with	Complete	• Action Plan 2021-2023 finalised (extended by a year due to impact of COVID-19). • Advocacy and consultation took place on accessibility considerations for the Collingwood and North Richmond projects with Homes Victoria.

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. *This action links to the following Council Plan Initiative* *b) Deliver campaigns and strategies to remove barriers and promote access and inclusion*		• Victorian QR code requirements were rescinded in April 2022. • Recruitment of cross-council project group members was completed, and planning commenced for projects in 2022/2023.
Three-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 three-year old kindergarten places in priority areas in Yarra. *This action links to the following Council Plan Initiatives* *f) Build and leverage partnerships with stakeholders to create inclusive and welcoming places for the whole community and support the promotion of positive social connections in the community*	Off track	The project is progressing in accordance with the project plan. The State Government provided additional funding to engage a project officer to support the undertaking which has now ended. There have been several rounds of community and stakeholder consultation focused on reviewing the current process and opportunities to make recommendations for improvement. Policy review and recommendations for the Priority of Access policy are planned for next year to cater for the changes in legislation and to support additional service providers to join the program. Templates for service agreements for various provider types are being drafted. The first stage of the central system upgrade project was completed as far as possible with the existing system, to support the enrolment expansion project. Cost estimates for the next stage of system upgrade have been obtained to support a budget submission. Atherton Gardens kinder design was approved at the end of June 2022. Collingwood College Kindergarten project cost estimate increased by $1M forcing a review of the scope of the project. This is expected to be completed in October 2022
National Aged Care Reforms The National Aged Care Reforms have been ongoing since 2016. In May 2021, the federal government was scheduled to announce its policy and program position in response to the Royal Commission into Aged Care and Safety. The announcement, while still pending, 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 well into the future. The CHSP will not remain the same and externally driven change is occurring. *This action links to the following Council Plan Initiative*	Complete	The Federal Government did not announce a final policy position in May 2021. Officers have continued to contribute to the federal Department of Health consultations on key design features and report to Council on the progress of the federal government. At its meeting on 31 May 2022, Council agreed to remove all milestones dependant on the federal government finalising its design for the program. Six key guiding principles were also adopted by Council at its meeting in March 2022, while at the local level, service reviews and analysis continued on financial, human resource, resident and client implications, and evaluation of options.

f) Build and leverage partnerships with stakeholders to create inclusive and welcoming places for the whole community and support the promotion of positive social connections in the community		
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-centred care and independence. *This action links to the following Council Plan Initiative* *b) Deliver campaigns and strategies to remove barriers and promote access and inclusion*	Complete	This project was rescoped due to the demands of COVID-19 and needing to focus on the safety of service delivery as a priority. As a result, at its meeting on 31 May 2022, Council agreed to defer those milestones impacted by the COVID-19 pandemic until such times as they can successfully be delivered.
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. *This action links to the following Council Plan Initiative* *b) Deliver campaigns and strategies to remove barriers and promote access and inclusion*	Complete	Consultations took place with service users, the Active Ageing Advisory and Disability Advisory Committees seeking feedback on proposed changes. The overall response was in support of a community transport service option. All clients from Willowview, Art and Craft and Exercise groups were transitioned to CHSP community transport. Consultations and promotion of the service on offer also took place with other community groups. Officers updated the My Aged Care portal and the Yarra website with relevant promotional information, and completed consultations and promotion of the service on offer to community groups and other agencies such as the Aged Care Assessment Services, Regional Assessment Services, and local health centres. Council's community bus outings service was promoted to neighbourhood houses and on Council's website. Consultation with community groups is continuing.
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	Complete	The Open Libraries project 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. We continued to monitor patron satisfaction of the Open Library service while keeping patrons up-to-date with email communication and face-to-face contact.

public while at the same time seeking not to increase operating costs. *This action links to the following Council Plan Initiative* *b) Deliver campaigns and strategies to remove barriers and promote access and inclusion*		In June 2022 (six months after we launched the first Open Library location), we sent a survey to all Open Library members, including the 300 inducted patrons. Feedback was positive, rating the service an average of 4.8 out of 5 with IT issues taking the score below 5, but patrons understood there would be a few teething issues. Most patrons using the service throughout the week, preferring to use the library early morning and then in the evening/late night to study or work as well as to borrow books.
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. *This action links to the following Council Plan Initiative* *f) Build and leverage partnerships with stakeholders to create inclusive and welcoming places for the whole community and support the promotion of positive social connections in the community*	Off track	The project will complete the transition of the Chas Farquhar complex to an integrated community hub by creating a community room and outdoor area, and extending and upgrading the Richmond Preschool. The construction program has had significant delays in obtaining statutory permits and Greater Wester Water approvals. Delays were also experienced because of wet-weather days, disposing of additional contaminated soil and the redesign for deeper building footings requiring more extensive preparation works than originally anticipated. Additional delays were also experienced due to Greater Western Water 's planned main upgrade works which restricted site access. Some capital funds for the project have been carried forward in to 2022/23 Capital budget. Completion is now expected in December 2022.

Strategic Objective 3 – Local economy

Strategic objective 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

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. ❤

Strategic indicators

The following statement reviews the performance of Council against the Council Plan, including results achieved in relation to the strategic indicators included in the Council Plan.

Yarra's local economy consists of more than 16,600 businesses and is driven by knowledge industries, creative industries, population-driven activities and the health, education and public sectors. We foster economic vitality and creativity, supporting our local businesses who form an integral part of our community. Yarra's business community includes artists and craftspeople, traders on our shopping strips, through to an increasing number of creative enterprises and technology businesses.

The strategic indicators in this objective focus on our engagement with our business community as well as support for the arts through the provision of spaces for creative use and public art. Council will track vacancy rates in employment precincts as an indicator of their vitality.

Council's work to promote public amenity and improve feelings of safety in our streets and public spaces will be measured by community perceptions of safety from our Annual Customer Satisfaction Survey.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Number of businesses engaged in support programs	Maintain	**2020/21** 500	500	4,575		With State Government funding, Council carried out more support programs this year, enabling the team to grow by six to 10 officers, and funding being tied to activation. The Economic Development team ran 12 online peer-to-peer training sessions which attracted 324 businesses (average 17). Small Business Ambassador Program: • 996 consultations offering support to businesses • 2,563 COVIDSAFE information visits Outdoor Activation program: • 650 outdoor dining engagements (parklets/road closures/extended footpath trading) • Precinct Activations: 16 projects with 42 businesses engaged *Note: the indicator counts the number of businesses engaged in each program; businesses engaged in multiple programs are counted per program. The number of businesses engaged each year fluctuates depending on the budget, external funding received and type of engagements undertaken.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
ii. Vacancy rates in employment precincts Precinct (total # premises/shopfronts) 1. Bridge Road (426) 2. Brunswick Street (317) 3. Church Street (200) 4. Gertrude Street (118) 5. Johnston Street (313) 6. Nicholson Village (153) 7. North Fitzroy Village (135) 8. Queens Parade (118) 9. Rathdowne Village (100) 10. Smith Street (336) 11. Swan Street (280) 12. Victoria Street (251) **Total premises/shopfronts 2,747** 1.	Monitor	**2021** **# vacancies** 1. 97 2. 49 3. 37 4. 21 5. 68 6. 32 7. 22 8. 23 9. 8 10. 38 11. 40 12. 62 **Total 497**	-	# vacancies (# change) % of total premises/ shopfronts 1. 88 (-9) 20.66 % 2. 52 (+3) 16.40 % 3. 40 (+3) 20.00 % 4. 11 (-10) 9.32 % 5. 71 (+3) 22.68 % 6. 32 (-) 20.92 % 7. 20 (-2) 14.81 % 8. 18 (-5) 15.25 % 9. 8 (-) 8% 10. 44 (+6) 13.10 % 11. 43 (+3) 15.36 % 12. 61 (-1) 24.3 % **Total 488 (-9)** **17.76%**	-	Council continues to monitor vacancy rates in employment precincts but has limited control or influence to be able to set targets. Vacancies are defined as all shopfronts (ground floor only) without an active business including construction sites and display suites. Council, through State Government funding, is formalising processes to further support new business through the 'concierge' service.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
iii. Number of spaces available for creative use	Increase	**2020/21** 6	6	9		The Room to Create program continued to support creative spaces including: • Kin Fashion, a First Nation fashion accelerator, who was successful in the expression of interest for the refurbished 12-16 Peel Street Collingwood building • Black Pearl Studio, creative drop-in centre for Aboriginal people, became the new tenants to activate a space in the Florence Peel centre • Dancehouse, the Australian centre for independent dance in Carlton North.
v. Number of new public art installations	Increase	**2020/21** 3	5	21		The diverse range of public art projects delivered included: • Black Lives Matter mural by Ky-ya Nicholson Ward • Sam Yong mural on Collingwood Seniors Centre • Jack Dyer Pavilion Commission by Fiona McMonagle • Rose Street public art commissions by Adam Stone and Otis Hope Carey • Anthony Romagnano celebration banner Collingwood Town Hall • Projection commissions by Alisson Bennett, Kate Beynon and Michael Pablo.
iv. Perception of safety 1. day 2. night	Maintain or Improve	**2022** 1. 80.2 2. 56.6	1. 80.2 2. 56.6	1. 80.2 2. 56.6	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
Services						

The following statements provide information in relation to the services funded in the 2021-22 Budget and the persons or sections of the community who are provided the service.

Service	Description	Net Cost Budget Actual Variance $000
Arts Culture and Venues	Arts, Culture and Venues facilitates creative, vibrant and connected communities through place making, community building, capacity building and direct service delivery. Key services: • Venues bookings • Service delivery for the operation of three civic buildings and community spaces • Events permits • Parks and open spaces bookings • Arts development • Community arts • Festivals and events • Art and heritage collections • Room to Create (creative spaces support) program • Civic halls and events management	Budget $3,268 Actual $5,069 Variance -$1,801
Economic Development	Economic Development develops programs to support Yarra's economy and promote local businesses and key retail precincts. Key services: • Providing advice, support and services to local businesses • Undertaking tourism and marketing programs	Budget $776 Actual $(492) Variance -$1,268

Annual Plan Highlights

The following are highlights and achievements of action undertaken in Council's *2021/22 Annual Plan*.

Action Description	Result	Comments

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. *This action links to the following Council Plan Initiative* *a) Promote Yarra as an attractive location for economic activity for both small business and larger industries*	Complete	All precinct activation grants were completed. The Business Advisory Group was involved throughout and has provided positive feedback. The feasibility assessment, draft guidelines and governance structure were completed. A budget bid was submitted but was unsuccessful so the expression of interest process for the next round of grants has not progressed.
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. *This action links to the following Council Plan Initiative* *b) 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*	Complete	The Parklet Policy and Guidelines were adopted by Council in October 2021. 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. Two of the four campaigns are underway. The second phase of the Outdoor Activation Fund program of works commenced, with funding approved for the hire of parklet safety infrastructure. Activities are underway and an Acquittal Report was presented to Council in June 2022.
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 permit requirements. *This action links to the following Council Plan Initiative* *c) Support new businesses to locate in Yarra through fast tracking applicable permit processes and enabling them to open quicker*	Complete	Review of Yarra's Business Application Support program, including trend analysis and key metrics, was completed and information provided to Council's executive team.
Revitalisation of North Richmond - State Government Project State government funding has enabled a dedicated Council Economic Development	On track	Action planning workshops with reference groups were successfully delivered after multiple engagements. All Year 1 projects were either underway or completed including: a community space on Victoria Street; a roof

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). *This action links to the following Council Plan Initiatives* *b) 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*		top garden on the estate carpark; and some works to the open space on the estate. A community space in Victoria Street was leased and is currently being fitted out. While initial scoping of Year 2 projects is being undertaken, the State Government is yet to formally announce year two funding and what it can be used for. Planning of Year 2 projects cannot be finalised until the State Government planning component is announced.

Strategic Objective 4 – Place and nature

Strategic objective 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

1. Create safe, accessible active spaces that provide diverse physical activity opportunities for the whole community.
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.

Strategic indicators

The following statement reviews the performance of Council against the Council Plan, including results achieved in relation to the strategic indicators included in the Council Plan.

Council is committed to expanding and improving public space and building a network of green spaces that contribute to a liveable and sustainable Yarra. The *Yarra Open Space Strategy* guides Council's work in this area and seven new and expanded parks are planned over the life of the *Council Plan 2021-25*. These parks will increase the amount of green open space. Vegetated landscapes are one of the most effective mechanisms for reducing the urban heat island effect and is one of Council's many responses to address climate change impacts. Council's tree planting program, reinstatement of bushland areas, Indigenous ground cover and understory planting supports this objective. A study to measure canopy cover, thermal imaging and green open space will provide Council with up-to-date data and measure the progress since it was last done in 2014.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Number of new and expanded parks and open space	Increase	**2020/21** 0	3	1		During 2021/22, Council completed open space works in Reid Street. Works are also underway at Gwynne and Stephenson Street parks which were 95% complete as at 30 June and will be counted in the 2022/23 results, once opened. Delays were due to required upgrades to infrastructure provider assets within the parks. There is a target of seven new or expanded parks and open space during the term of the Council Plan.
ii. Percentage of green open space per suburb 1. Abbotsford 2. Carlton North 3. Central Richmond 4. Clifton Hill 5. Collingwood 6. Cremorne, Richmond South, Burnley 7. Fairfield, Alphington 8. Fitzroy 9. Fitzroy North 10. North Richmond **Total Yarra**	Increase	**2020 (%)** 1. 7.5 2. 4.4 3. 12 4. 24.6 5. 0.3 6. 19.3 7. 28 8. 1.6 9. 12.8 10. 3 **Total 13.5**	-	-	-	Open space in Yarra represents 13.5% (*Yarra Open Space Strategy 2020*) of the municipality. This is measured every four years. The next measurement is scheduled for 2024. The inclusion of seven new or expanded parks in the *Council Plan 2021-25* will increase this percentage.
iv. Percentage increase in canopy cover	Increase	**2014** 17%	-	-	-	Canopy cover was last measured in 2014. A study to measure canopy cover will be undertaken in 2022/23. The Urban Forest Strategy target for this indicator is that canopy cover will increase by 25% (from 2014 levels) by 2040. This represents an increase from 17% to 21.25% total canopy. Council will continue to work towards this target through its priority tree planting program.
iii. Number of trees planted (replacement and new/additional trees)	Increase	**2020/21** 824	1,000	1,026		During 2021/22 Council planted 1026 trees - 719 were new trees while the remainder were replacements for trees removed due to damage or disease. This increased the total community tree stock managed by Council from 24,716 in 2020/21 to 25,435.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
v. Percentage increase net m^2 of reinstated bushland area annually	Increase	Approx. 30,000m^2 total bushland	5,000m^2	6,927m^2		Council exceeded its target to consolidate and grow areas of high quality and diverse Indigenous vegetation and habitat within open space by 1,927m^2.
vi. Number and diversity of Indigenous ground cover, understory and trees planted annually in bushland areas	Increase	**2021/22** 11,770	10,000	11,770		In 2021/22, Council delivered 11,770 Indigenous plantings within bushland reserves. This is a 17% increase above the target of 10,000.
vii. Number of 'greening' initiatives implemented including medians in roads	Increase	**20/2122** 4	0	4		The following new garden beds with low plantings in road reserves were delivered: • Bowen Street, Richmond (27m^2) • Campbell Street, Collingwood (4m^2) • Pilkington Street, North Fitzroy (40m^2) • Rutland Street, Clifton Hill (25m^2)
viii. Number of nature engagement projects	Increase	**2020/21** 5	6	6		Nature engagement programs shifted from face-to-face to online (webinars) due to COVID-19. They included: • 1 x Water Watch Program (run by MCMC – funded by Yarra). • 4 x Urban Agriculture related webinars • 1 x Urban Powerful Owl webinar

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
ix. Reduction in urban heat island effect using available agency data	Reduce	**2018** 8.27° (higher than non-urban baseline)	-	-	-	Source: Department of Environment, Land, Water and Planning (DELWP) https://mapshare.vic.gov.au/coolinggreening/ and Microsoft Word - UHI&HVI2018_Report_v1 (planning.vic.gov.au) DELWP have compiled heat and canopy coverage data into an online tool called the "Cooling and Greening Melbourne Interactive Map". The map allows users to compare canopy coverage and heat mapping data from 2014 and 2018. The mappings measure Urban Heat Island (UHI) – how many degrees the average temperature within each boundary is above or below the non-urban baseline. At the time the study was last done in 2018, Yarra was 8.27° higher than the non-urban baseline. There is no indication when, or if, future studies will be undertaken by DELWP. The heat mapping data is unusable for drawing any comparisons between studies due to climactic factors that cannot be controlled for. Council's work to mitigate against UHI includes: • Tree planting program to increase canopy cover (Refer indicators iv and v above) • New and expanded open spaces (Refer indicators i and ii above) • Urban greening initiatives (Refer indicator vii above) • Reinstatement of bushland areas (Refer indicator v above) • Trialling permeable pavement treatments • Environmentally Sustainable Building Design • Building projects stormwater outcomes (Melbourne Water STORM calculator) (Refer indicator xii below)

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
xi. Percentage reduction in Council's potable water consumption	Reduce	**2000/01 (kL)** 334,082 **2020/21** 162,009	-	148,164 kL Reduction since 00/01 55.65% Reduction since 20/21 8.55%		Council has achieved a 55.65% reduction against its 2000/01 baseline. At that time Council's water usage was 334,082 kL and was 148,164 kL in 2021/22. During the last year, there has been a reduction of 8.55%. Council reduced its reliance on filtered water by more than20 million litres through the Edinburgh Gardens Stormwater Harvesting Scheme.
xii. All council building project outcomes score 100% on the Melbourne Water STORM calculator (or equivalent) for stormwater treatment	Maintain	NA	100%	100%		All Council building development outcomes in 2021/22 had ratings of 100% or above on the Melbourne Water STORM calculator. This relates to two projects for Council building developments/re-developments that were completed in 2021/22 – Jack Dyer Pavilion (Citizens Park) and Edinburgh Gardens Public Toilets (North and South sites). Each building is situated in large open space with a high percentage of permeable surfaces, and therefore will have a rating well in excess of 100% for a Melbourne Water STORM assessment.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
x. Community satisfaction with parks, gardens and open space 1. Provision of parks, gardens and reserves 2. Maintenance of parks, gardens and reserves	Maintain or Improve	**2022** 1. 73.0 2. 72.4	1. 73.0 2. 72.4	1. 73.0 2. 72.4	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
xiii. Community satisfaction with Council's leisure facilities 1. Swimming pools 2. Leisure Centres	Maintain or Improve	**2022** 1. 77.4 2. 76.7	1. 77.4 2. 76.7	1. 77.4 2. 76.7	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
xiv. Community satisfaction with aspects of planning and housing development 1. General Town Planning policy 2. Planning and building permits	Improve	**2022** 1. 45.2 2. 39.4	1. 45.2 2. 39.4	1. 45.2 2. 39.4	No result	ACSS scores were collected for these aspects for the first time in 2022. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor

Major initiatives

The following statement reviews the progress of council in relation to major initiatives identified in the *2021-22 Budget* for the year. Some major initiatives also appeared in the Annual Plan.

Major Initiatives	Progress
Cambridge Street Park Cambridge Street Park is being extended (via a road closure) which will increase the size of the park, improve its solar amenity and allow greater functionality. Budget 190K Actual $96K Carry over into 2022/23 Budget $1.5M Annual Plan action – In progress, Off-track *This Major Initiative links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	The project scope was amended to include only turf works this year, with the major work to be undertaken in 2022/23. To complete this, $1.5M was carried over to the 2022/23 budget.
Otter Street Pocket Park A new park will be constructed in Otter Street that will service a community that has very limited access to open space. Budget $1.09M Actual $95K Carry over into 2022/23 Budget $900K Annual Plan action – In progress, Off-track *This Major Initiative links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	The project scope was amended, with the major work to be undertaken in 2022/23.
Brunswick Street Oval precinct redevelopment Council will continue work on the redevelopment of Brunswick Street Oval sporting and community facilities. The redevelopment includes upgraded facilities to enable better participation of women and girls, fit-for-purpose meeting rooms for community use, more public toilets and improved access and safety. Budget $600K Actual $410K Annual Plan action – Complete *This Major Initiative links to the following Council Plan Initiative* *i) Support and facilitate active recreation that is safe, inclusive and accessible for all genders*	A revised design was completed and, following a broad-based community engagement, was endorsed by Council in May 2022. Council has entered into a $6.5 million funding agreement with the State Government for the Stage 1 construction (sports pavilion). The State Government has also announced further funding of $6.37 million towards Stage 2 construction (tennis/community pavilion, tennis courts upgrade and heritage grandstand works). Planning and heritage applications will be lodged in Quarter 1 2022/23, followed by a public tender for the Stage 1 construction.

Edinburgh Gardens Public Toilets New public toilets will be constructed in Edinburgh Gardens. Budget $595K Actual $644K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	The construction of new public toilets in Edinburgh Gardens included the northern toilet module (providing an expanded toilet block near St Georges Road) and the southern toilet module (expanding the public toilet facilities at the Alfred Crescent pavilion). Both were completed and are open to the public, after experiencing some delays to the project due to COVID-19.
Ryan's Reserve Pavilion Council will complete the redevelopment of the Ryan's Reserve pavilion and public toilet facilities to comply with ESD and DDA requirements. Budget $949K (including carried forward funds of $549K) Actual $1,570K Annual Plan action – On-track *This Major Initiative links to the following Council Plan Initiative* *i) Support and facilitate active recreation that is safe, inclusive and accessible for all genders*	The project to redevelop pavilion and public toilet facilities to comply with environmentally-sustainable design principles and Disability Discrimination Act requirements was at 95% completion as at 30 June. Delays were experienced, including obtaining the heavy vehicle permit required for the transport of modules to the site and inclement weather conditions during installation. The pavilion construction is fully funded by the State Government. Expenditure was higher than budgeted for in the 2021/22 year as the pavilion construction was progressed further than forecast at the time of preparing the Council budget for 2021/22; all additional expenditure in 2021/22 was funded by the State Government.
Stephenson Reserve Stephenson Reserve will be upgraded and extended to provide more greenery and amenity to the residents and workers in Cremorne. Budget $175K Actual $333K Annual Plan action – On-track *This Major Initiative links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	Stephenson Reserve and Gwynne Street Park works were combined for the purpose a joint specification. Taking into consideration the high level of community feedback delayed finalisation of the final design. Construction commenced in May 2022. Works were 95% complete as at 30 June.
Gwynne Street Park Gwynne Street Park will be upgraded and extended to provide more greenery and amenity to the residents and workers in Cremorne. Budget $250K Actual $223K Annual Plan action – On-track *This Major Initiative links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	Stephenson Reserve and Gwynne Street Park works were combined for the purpose a joint specification. The high level of community feedback delayed finalisation of the final design. Construction commenced in May 2022. Works were 95% complete as at 30 June.

Drainage Improvements – Carlton North Works are being undertaken to improve drainage and prevent flooding in North Carlton (western side of Lygon Street traversing east along Curtain Street, south along Drummond Street and east along Newry Street). Budget $850K Actual $1,061K *This Major Initiative links to the following Council Plan Initiative* *n) Incorporate water-sensitive urban design principles into Council operations where possible*	Works were undertaken to improve drainage in Carlton North. During the project, unplanned issues arose in relation to the high volume of rock found in the area and the main gas transmission line which lead to delays and additional costs compared to the original budget provision.
Nature Strategy Funding to deliver Year 1 actions from Council's adopted Nature Strategy. Budget $127K Actual $127 Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *d) Deliver promotion, education, awareness and nature engagement programs and opportunities* *e) Protect, preserve and promote biodiversity across the municipality through engagement and education with community and businesses*	Yarra joined the Victorian Branch of the Australian Association of Bush Regenerators with the aim of achieving best practice in innovative biodiversity management as it relates to Yarra's bushland management program. A 'local legends' community working group was formed with a network focus to conserve locally rare or threatened flora and fauna. Working partnerships were established with Dr. Scarlett Howard (Deakin University); Native bee pollinators. Associate Professor Raylene Cook (Deakin University); Powerful Owl pellet collection and Merri Creek Platypus monitoring project with Friends of Merri Creek and EnviroDNA to support Council's biodiversity monitoring projects. Plans to consolidate and grow areas of high quality and diverse Indigenous vegetation and habitat within open space exceeded the 0.5 ha target by 1927m^2. Council's application to develop a Gardens for Wildlife (G4W) program was accepted by Victorian Garden's 4 Wildlife (G4W). Funding is available in 2022/23 to progress the program.
Tree Planting Program Council is accelerating its tree planting program to provide natural cooling in response to increased heat and heatwaves. Budget $200K Actual $200K *This Major Initiative links to the following Council Plan Initiative* *c) I) Reduce urban heat island effect through the planting of trees and vegetation and an increase of green open space*	During 2021/22, Council planted 1,026 trees. New trees accounted for 719, while the remainder were replacements for trees removed due to damage or disease. This increased the total community tree stock managed by Council from 24,716 in 2020/21 to 25,435 in 2021/22.
Services	
The following statement provides information in relation to the services funded in the 2021-22 Budget and the persons or sections of the community who are provided the service.	

Service	Description	Net Cost Budget Actual Variance $000
Building Services	Building Services ensures the safety of the public in the built environment, maintains building permit documentation and fulfils Councils statutory functions under the Building Act. Key services: • Statutory compliance for buildings and structures • Building customer service	Budget $1,144 Actual $1,183 Variance -$39
City Strategy	City Strategy plans for Yarra's future growth, sustainability and liveability, guides the design of key public spaces and increases and improves Yarra's open space network. Key services: • Strategic planning • Urban design and place making • Open space planning and design	Budget $4,543 Actual $4,472 Variance $71
Heritage Services	City Strategy plans for Yarra's future growth, sustainability and liveability, guides the design of key public spaces and increases and improves Yarra's open space network. Key services: • Strategic Planning • Urban design and place making • Open space planning and design	Budget $476 Actual $264 Variance $212
Statutory Planning	Statutory Planning makes balanced and reasonable decisions about the use and development of land which give effect to state and local planning policies and manages change to respect the liveability of the city. These decisions are to be based on clear procedures, appropriate public participation and coordination with other branches of Council, and the policies and controls outlined with the Yarra Planning Scheme. Key services: • Planning applications • VCAT and panel hearings • Advice on planning and specialist heritage and environmental sustainability issues	Budget $(898) Actual $(580) Variance -$318

	• Subdivision compliance	

Service performance indicators

The following statement provides the results of the prescribed service performance indicators and measures including explanation of results in the comments.

	Results				
Service/ Indicator/ measure	2019	2020	2021	2022	Comment
Aquatic Facilities ***Service standard*** *Health inspections of aquatic facilities* [Number of authorised officer inspections of Council aquatic facilities / Number of Council aquatic facilities]	4.00	4.00	5.00	1.00	Each aquatic facility was inspected by and an authorised officer in accordance with the *Public Health Act 2008*. In addition, pool water testing was undertaken monthly at each facility. Previous years' results had incorrectly included this testing; however, it is not undertaken by an authorised officer and has been removed from the 2021/22 result.
Utilisation *Utilisation of aquatic facilities* [Number of visits to aquatic facilities / Municipal population]	9.23	7.08	3.57	6.22	The closure of leisure centres due to COVID-19 commenced in March 2020 and continued on and off throughout 2020/21 and 2021/22. Aquatic facilities re-opened to the public in November 2021 and remained open for eight months; both with and without restrictions. This resulted in a significant increase in visitations and utilisation compared to 2020/21.
Service cost *Cost of aquatic facilities* [Direct cost of aquatic facilities less income received / Number of visits to aquatic facilities]	New in 2020	$6.39	$19.41	$8.03	Aquatic facilities re-opened to the public in November 2021 and remained open for eight months; both with and without restrictions. This resulted in a significant increase in visitations and income compared to 2020/21.
Statutory Planning ***Timeliness*** *Time taken to decide planning applications* [The median number of days between receipt of a planning application and a decision on the application]	127.00	120.00	132.00	130.00	Time taken to decide planning applications increased slightly compared to 2020/21 result. The time taken has fluctuated over the past four years from 117 days in 2017/18, 132 days in 2020/21.
Service standard *Planning applications decided within required timeframes*	46.88%	62.91%	60.66 %	46.95%	The current result of 46.95% is within the range of results for previous years which is 46% - 62%.

[(Number of regular planning application decisions made within 60 days) + (Number of VicSmart planning application decisions made within 10 days) / Number of planning application decisions made] x100					
Service cost *Cost of statutory planning service* [Direct cost of statutory planning service / Number of planning applications received]	$3,810.36	$3,943.17	$5,077.19	$5,363.52	In 2021/22, the number of appeals to VCAT increased by 37% compared to 2020/21. The increase in the cost of the service is attributable to the increase in the number of appeals heard at the tribunal.
Decision making *Council planning decisions upheld at VCAT* [Number of VCAT decisions that did not set aside Council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100	61.04%	86.00%	58.67%	70.53%	Yarra continues to have a significant number of appeals related to complex and controversial applications. In 2021/22, the number of appeals to VCAT increased by 26%, 95 compared to 75 in 2020/21. Council planning decisions upheld at VCAT increased by 20.22%, VCAT upheld 67 Council decisions in 2021/22 compared to 44 in 2020/21

Annual Plan Highlights

The following are highlights and achievements of Action undertaken in Council's *2021/22 Annual Plan*.

Action Description	Result	Comment
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.	Complete	At its 19 April 2022 meeting, Council endorsed a report which presented the outcomes of the independent panel 's findings, and the adoption of Amendment C269 for lodgement with the Minister for Planning for approval.
Progress the translation of interim controls into permanent controls for Activity Centres Council will prepare proposed amendments to support the introduction	Monitor	Council received a letter from the minister dated 12 September 2021, approving DDO18 interim Planning Scheme provisions for Heidelberg Road for 18 months. Two reports were presented to Council in December 2021 recommending that Amendment C291yara (Bridge Road

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.		and Victoria St) and C293yara (Collingwood South) be referred to a standing advisory committee. Council resolved to progress the two draft amendments through this process. The standing advisory committee's report for the Collingwood South Mixed-Use Precinct was considered and adopted by Council on 23 June 2022 and referred to the Minister for Planning for approval. The Committee Report for Bridge Road/Victoria Street was received in late June and will be considered by Council in August 2022.
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. *This action links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	Complete	The amendment was placed on public exhibition during September/October 2021. There were 70 submissions of which 27 were in favour, 41 were opposed and two were unknown. The amendment, in accordance with Council's resolution in October 2021, was referred to an independent panel. Panel hearings for C286 commenced in December 2021 and concluded in February 2022. The panel's report to Council was presented in June 2022.
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. *This action links to the following Council Plan Initiative* *b) Plan, design, deliver and maintain high quality open spaces, parks and reserves including the creation of seven new or expanded parks*	Off track	Both projects have experienced delays in early phases due to key prerequisite requirements for the road discontinuance process under the *Local Government Act 2020 (service authority consents)*, and also some design aspect changes responding to comments/suggestions received during the engagement stage. The exploration of an expanded park boundary in the Otter St project to potentially increase the extent of 'green' space also caused some delays, as well as the need to assess the relocation of underground services. The Department of Environment, Land, Water and Planning has agreed to funding extensions for both parks. Preparations to commence the road discontinuance process are well progressed while preliminary concept designs for both projects have been completed. Development of detailed specifications and contract documentation for both projects is progressing.
Urban Agriculture Strategy Deliver actions outlined in the Urban Agriculture Action Strategy.	Complete	Council's Urban Agriculture Guidelines are available on Council 's website. The revised guidelines merge the previous 'Let's grow together', 'How to apply for a pop-up

This action links to the following Council Plan Initiative *j) Promote equitable and healthy food systems and local networks by investigating and supporting residents to grow and access fresh food*		laneway' and 'How to apply for a Community Growing Space' guides. A successful applicant commenced in the traineeship role of female Narrap Ranger. A total of six My Smart Garden workshops were delivered by officers supporting a holistic approach to 'smarter' and more sustainable home gardening. The workshops included: · Small space big harvest · Bee a Pollinator, and · Composting 101.
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. *This action links to the following Council Plan Initiative* *n) Incorporate water-sensitive urban design principles into Council operations where possible*	On track	The scope of this project has changed to include a significant amount of background and strategic planning work, to maximise value to the community and improve 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, the following actions were undertaken as a priority to raise awareness about WSUD, Integrate Water Management (IWM) and the urban water cycle: • The Ramsden Oval IWM Project community engagement project including a sign and webpage highlighting the value of the project. • An engaging short video that demonstrates the connection of drain to waterway to bay was produced. Issues with the video's compatibility with Council's website have delayed it being uploaded; however, this will be resolved in 2022/23.
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. *This action links to the following Council Plan Initiative*	Complete	A gap analysis and benchmarking report was completed, outlining the key opportunities for development and improvement with input from internal stakeholders and engagement/benchmarking with other Council's known for their excellence in the stormwater management space. The draft guidelines are being finalised with consultation and input from internal stakeholders and will be uploaded onto Council's website in August 2022.

n) Incorporate water-sensitive urban design principles into Council operations where possible		

Strategic Objective 5 – Transport and movement

Strategic objective 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

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. ❤

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.❤

Strategic indicators

The following statement reviews the performance of Council against the Council Plan including results achieved in relation to the strategic indicators included in the Council Plan.

Yarra prioritises sustainable and active transport, to help people move safely and sustainably through and within our municipality. Council is committed to creating a city that is accessible to all, irrespective of levels of personal mobility, to support a fulfilling life without the need for a car. It is an integral part of our climate emergency response to reduce transport emissions towards net-zero emissions by 2030. The Transport Strategy – *Moving Forward* was adopted by Council in July 2022 and applies to years 2-4 of the *Council Plan 2021-25*. Strategic indicators are aligned to measures and targets in the strategy.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Kilometres of separated cycling lanes delivered (defined as cycling routes upgraded to comply with the New Deal for Cycling)	Increase	**2020/21** 1.31 kms (incl Elizabeth Street trial)	-	0.02 kms		Separated cycling lane works were delivered in Wellington/Johnston Streets protected intersection approaches. Other capital projects focussed on bicycle safety improvements not requiring protected bicycle lanes. A Transport Strategy action plan is currently being prepared for Council consideration. This will guide annual targets in future years.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
ii. Cycling projects delivered	Increase	**2020/21** 4	-	6		Seven cycling projects were delivered at the following locations: • Newlands Street • Wellington/Stanley Street • Wellington/Johnston Street • Wellington/Peel Street • Wellington/Gipps Street • Somerset Street • Vere Street A Transport Strategy action plan is currently being prepared for Council consideration. This will guide annual targets in future years.
iii. Percentage increase in bicycle counts	Increase	**2021** 171,853	-	164,620 -4.2%		There was a 4.2% decrease in the number of cyclists recorded, using the following roads/trails where fixed counters are located: • Heidelberg Road / West of Yarra Bend Road • Canning Street 20M South of Lee Street • Wellington Street between Northumberland Street and Glasgow Street • Main Yarra Trail No. 1 • Main Yarra Trail South Bank • Capital City Trail Princes Hill In May 2022, the total number of cyclists recorded using these routes was 164,620, compared to 171,853 in May 2021.
iv. Percentage increase of bicycle parking hoops and corrals	Increase	**2020/21** 40 hoops 6 bike corrals	-	29 hoops 8 bike corrals		In 2021/22, 29 bicycle parking hoops and eight corrals were installed. New bike parking corrals were installed at: • Wellington/Peel intersection, Collingwood • Wellington/Stanley intersection, Collingwood • Gertrude/Gore intersection, Fitzroy • Gertrude/Fitzroy intersection, Fitzroy • Gertrude/Napier intersection, Fitzroy • Gertrude/George intersection, Fitzroy • Johnston/Gold intersection, Collingwood • Victoria Park Train Station

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
v. Number of pedestrian improvement related projects	Increase	**2020/21** 5	-	10		Ten pedestrian improvement projects were completed, including Cambridge/Stanley Street refuge island and the new wombat crossings on Yarra Boulevard and Bendigo Street.
vi. Number of new shared zones	Increase	**2020/21** 1	-	2		Two new shared zones were completed on Blanche Street and Hutchinson Street.
viii. Number of dedicated car share parking spaces	Increase	**2022** 143	-	143		Council currently has 143 car share bays registered in the municipality.
We deliver and advocate for an integrated transport network that prioritises sustainable and active transport that is safe, accessible, equitable and reduces barriers to community movement. This includes delivering, working with partners and advocating for high-quality and connected walking and cycling routes and public transport options. Council does not have authority to designate speed restrictions on municipal roads which is subject to State Government approval. Mode shift to active and sustainable travel options will be monitored through ABS data on the Method of travel to work.						
vii. Number of 30km speed zones	Increase	**2021** 1	-	1		The 2021/22 result reports the total number of 30km speed zones. Currently there is one 30km speed zone trial in Yarra in parts of Fitzroy and Collingwood. Reduced speed in local streets is an attempt to improve safety. Councils do not have authority to designate speed restriction in municipal roads. All changes to speed limits, trials and amendments are subject to State Government approval.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
ix. Method of travel to work	Monitor	**2016 %** Train – 11.8 Bus – 1.8 Tram – 14.5 Taxi – 0.3 Car as a driver – 32.8 Car as a passenger – 2.0 Truck – 0.1 Motorbike – 0.6 Bicycle – 8.6 Walked only – 12.4 Other – 1.9 Worked at home – 4.8 Did not go to work – 7.6 Not stated – 0.7	-	-	-	2021 ABS census data is scheduled to be released in October 2022.

Major initiatives

The following statement reviews the progress of Council in relation to major initiatives identified in the *2021-22 Budget* for the year. Some major initiatives also appeared in the Annual Plan.

Major Initiatives	Progress
Local Area Place Making program ($2.32M) Traffic calming and place making treatments will be delivered in the following precincts to improve safety and amenity. • Carlton North (LAPM 2) ($150K) • Scotchmer (LAPM 3) ($763K) • Abbotsford (LAPM 13) ($934K) • Princes Hill (LAPM 1) ($65K) • Rose (LAPM 9) ($90K) • Highett (LAPM 15) ($50K) • Bendigo (LAPM 19) ($220K) • East Clifton Hill/North Abbotsford (LAPM 6) ($50K)	Consultation was undertaken with the community to understand safety concerns within the study precinct East Clifton Hill/North Abbotsford. Due to earlier COVID-19 restrictions, traffic volume data collection was delayed until February 2022. Investigation of treatments progressed with an internal workshop in April 2022 and a community workshop in May 2022. This delayed the commencement of physical works on LAPM3 Scotchmer Street and LAPM13 Abbotsford. Some works in LAPM 3 will be deferred until 2022/23 to allow Council to respond to the Department of Transport's request for further modelling and analysis in relation to proposed road closures at: - York Place Rae Street

Budget $2.32M Actual $1M Carry over into 2022/23 Budget $1M Annual Plan action – in progress, Monitor *This Major Initiative links to the following Council Plan Initiative* *f) Develop and deliver road safety studies and work with State Government for support to implement 30kms zones*	- ROW west of Rae Street - Rae Street and Alexandra Parade Partial Road Closure. As at 30 June the following works were in progress: - LAPM 1 (Princess Hill) completed, - LAPM 2 (Carlton North) Princess Hill, - LAPM 3 remaining works 45% complete, - LAPM 9 (Rose)works 95% complete, - LAPM 13 works 50% complete, - LAPM 19 (Bendigo) works 77% complete. The Richmond Study will be deferred to 2022/23 to allow for further progression of Homes Victoria North Richmond Framework/Development Masterplan which encompasses a substantial area of community housing and facilities in Richmond. Progress of the Richmond Study will be reported on as part of the 2022/23 Annual Plan.
Road Safety Funding is being provided to deliver a range of projects to improve road safety and safety around schools. Budget $280K Actual $206K *This Major Initiative links to the following Council Plan Initiative* *f) Develop and deliver road safety studies and work with State Government for support to implement 30kms zones*	Council undertook a range of minor road safety works across the municipality. Remaining budget funds have been rolled over into the 2022/23 budget.
Bicycle Network Infrastructure Funding for Bicycle Infrastructure projects including bicycle lanes, signage, ramps and signal changes. Budget $300K Actual $331K Annual Plan action – in progress, Monitor *This Major Initiative links to the following Council Plan Initiative*	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. A report on the Elizabeth Street separated bike lane trial was presented to Council in December 2021. No further reports have been presented to Council on cycling improvements. Meetings took place with Department of Transport staff to explore opportunities for improved and safer bicycle lanes on key cycling routes within Yarra. A report on this topic was not produced. Instead, available resources were focused on the preparation of the draft Transport Strategy. The draft Transport Strategy details an ambitious program of potential cycling upgrades and opportunities. A copy of the Draft Transport Strategy has been supplied to the relevant directors in State Government and other cycling groups as part of that process.

c) Plan, design, deliver and maintain high-quality active and sustainable transport infrastructure	
Transport Action Plan Council will commence work on developing a Transport Action Plan. Budget $100K Actual $100K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *a) Develop and deliver a Transport Action Plan that prioritises safe and connected cycling and walking infrastructure networks to facilitate an increase in active transport and reduction in car usage*	The draft Transport Action Plan was placed on public exhibition in May 2022. Following the review of public feedback, the final draft renamed 'Moving Forward – Yarra Transport Strategy 2022-2032', will be considered by Council for adoption in July 2022.

Services

The following statement provides information in relation to the services funded in the *2021-22 Budget* and the persons or sections of the community who are provided the service.

Service	Description	Net Cost Budget Actual Variance $000
Infrastructure, Traffic and Civil Engineering	Infrastructure, Traffic and Civil Engineering provides technical assessment, planning, community consultation, design and project management of all road infrastructure and development works throughout the municipality. Key services: • Road services • Development and civil engineering • Capital project delivery • Drainage and stormwater • Traffic (including LAPMS) • Construction management	Budget $(816) Actual $(1,267) Variance -$451
Parking Services	Parking Services is responsible for a range of statutory enforcement services to maximise the safety, compliance and harmony of the City and for the management of limited parking resources. Key services: • Parking enforcement program • Processing parking Infringements • Parking Permit Scheme • Prosecutions	Budget $(19,396) Actual $(12,634) Variance -$6,762

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Strategic Transport	Strategic Transport focuses on advocacy and policy and delivers cycling infrastructure projects. Key services: • Advocating for improved public transport services • Improving bicycle infrastructure • Developing initiatives to increase number of cyclists • Delivering road safety projects for cyclists and pedestrians	Budget $760 Actual $572 Variance $188

Service performance indicators

The following statement provides the results of the prescribed service performance indicators and measures including explanation of results in the comments.

Service/ *Indicator/ measure*	Results 2019	2020	2021	2022	Comments
Roads ***Satisfaction of use*** *Sealed local road requests* [Number of sealed local road requests / Kilometres of sealed local roads] x100	130.57	153.38	111.78	136.23	There was an increase in the number of local road requests (429) compared to 2020/21 (352). This year's result is mid-range compared to results over the past four years 111 - 153.
Condition *Sealed local roads maintained to condition standard* [Number of kilometres of sealed local roads below the renewal intervention level set by council / Kilometres of sealed local roads] x100	98.59%	98.78%	98.31%	92.88%	Council has consistently demonstrated its commitment to maintaining its local road network over the last five years with 93% of its roads above its renewal intervention level.
Service cost *Cost of sealed local road reconstruction* [Direct cost of sealed local road reconstruction / Square metres of sealed local roads reconstructed]	$319.63	$243.84	$386.93	$288.81	Traditionally, the majority of Council's sealed road reconstruction works involve reconstruction of bluestone laneways which significantly increases the cost per metre. This year, a number of our reconstruction works involved asphalt not bluestone material which reduced the average cost per metre.

Cost of sealed local road resealing [Direct cost of sealed local road resealing / Square metres of sealed local roads resealed]	$34.43	$37.88	$37.97	$41.49	The cost of sealed local road resealing increased compared to previous years due to supply shortages and increases in equipment running costs.
Satisfaction *Satisfaction with sealed local roads* [Community satisfaction rating out of 100 with how Council has performed on the condition of sealed local roads]	76.50	75.00	73.00	63.24	Council scored an average of 63 for Satisfaction with sealed local roads in the Annual Customer Satisfaction Survey 2022 (ACSS). A score of 63 is categorised as Good (60-80). The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. Average scores are not directly comparable and should be considered in the context of the scale change. A breakdown of the scores by category, showing the percentage of respondents, between 2021 and 2022 respectively are: Very good/Good 55.2% compared to 57.2%; Average 37.3% compared to 28.3%; and Very Poor/Poor 7.5% compared to 14.4%. While the percentage of respondents who scored Council Very good/Good has increased between 2021 and 2022, the percentage of respondents who scored Council Very Poor/Poor has also increased. Council is working to understand this result and what actions might be required to improve satisfaction

Annual Plan Highlights

The following are highlights and achievements of Action undertaken in Council's *2021/22 Annual Plan*.

Action Description	Result	Comments
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.	Complete	Officers have continued to advocate with the 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 2021 to discuss tram facilities in Brunswick Street however there has been no budget

This action links to the following Council Plan Initiative *d) Advocate to State Government and agencies for increased and well-connected public transport options including DDA tram upgrades and safer cycling facilities particularly on strategic cycling corridors*		allocation for this project by the State Government to enable the project to be progressed.
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. *This action links to the following Council Plan Initiative* *c) Plan, design, deliver and maintain high-quality active and sustainable transport infrastructure*	On track	All planning and design work was undertaken, and bike lane improvement works substantially completed. Future bike projects are being scoped as part of the new Transport Strategy.

Strategic Objective 6 – Democracy and governance

Strategic objective 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

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.

Strategic indicators

The following statement reviews the performance of Council against the Council Plan including results achieved in relation to the strategic indicators included in the Council Plan.

Delivering outcomes for the community requires an agile and responsive organisation. We are proud of our strong advocacy on issues of community importance. We are committed to good governance, financial stewardship, authentic community engagement and enhancing our culture of continuous improvement. Involving our community in decision-making is fundamental to the way Council functions. We are committed to community engagement that supports the building of respectful relationships and community capacity.

The strategic indicators measure community satisfaction across a number of dimensions including Council decision making and performance, consultation and engagement and advocacy as well as the volume of engagements and the community's participation in them.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i Community satisfaction with Council decisions	Increase	**2022** 49.3	49.3	49.3	No result	The ACSS aspect of "Making decisions in the best interests of the community" is used to measure this indicator. The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
ii. Overall community satisfaction with Council performance	Increase	**2022** 54.4	54.4	54.4	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
iv. Community satisfaction with responsiveness to community needs	NA	NA	NA	NA	NA	This indicator is not included in the ACSS from 2022

v. Community satisfaction with Council's advocacy efforts	Increase	**2022** 49.6	49.6	49.6	No result	Council continued to advocate to the state and federal governments on a wide range of topics. This includes advocating for policy change through submissions, correspondence and direct engagement with ministers, departments and government stakeholders as well as advocating for investment made by other levels of government in the City of Yarra through funding and grants. In 2021/22, Council secured more than$8.4 million in funding commitments as a result of its strategic advocacy efforts, including: • More than $1.5 million to support economic development and recovery initiatives across the municipality • $1 million for digital infrastructure upgrades in Cremorne • More than $670,000 to upgrade local roads and intersections • $500,000 to upgrade Yambla Pavilion • $320,000 to expand Leaps and Bounds - Yarra's premier arts and culture festival Council also successfully advocated for increased funding to be made available to councils and the community to respond to and recover from COVID-19 lockdowns; as well as a Victorian Government commitment to both Stage 2 of the Brunswick Street Oval redevelopment and Pride Street Party as part of the 2022 Victorian Budget. The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
iii. Community satisfaction with	Increase	**2022**				Through our Your Say Yarra consultation platform, as well as through in-person

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
community consultation and engagement		49.9	49.9	49.9	No result	engagement, we encourage the community to participate in Council decision-making by providing feedback on plans and decisions that impact them. Following a review of the Your Say Yarra site in March 2022, we have identified several new features to drive engagement to the platform, reduce perceived and existing barriers to engagement, and make it easier for people to have their say. These new features include a translation and accessibility tool on the Your Say Yarra engagement website, a new dedicated engagement online newsletter, a new bi-cultural liaison officer pilot program and the creation of a new CALD Communications and Engagement Officer role. All of these improvements have helped in reducing both perceived and existing barriers to engagement, seen an increase in the number of people engaging through our Your Say Yarra platform and a more diverse demographic representation of the people who are participating in consultation and engagement activities. The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
vi. Number of community engagements on strategies, plans and projects	Maintain	**2021/22** 25	-	25		During the year Council undertook 25 community engagements on strategies, plans and projects. Council engages on all relevant strategies, plans and projects. The number of engagements varies year-to-year, depending on the budget and volume of projects being delivered. The 2021/22 actual result has been used as the baseline. We conducted a higher than usual number of engagements in 2021/22 as a result of engagements being put on hold in the previous year due to COVID.
vii. Number of respondents to Your Say Yarra	Increase	**2020/21** 3,700	4,000	4,696		During the year, 4,696 contributors logged on to the Your Say Yarra portal making 6,157 contributions to Council.
viii. Number of community engagements employing extra accessibility, communication or outreach methods to involve groups at risk of underrepresentation	Maintain	**2021/22** 16	-	16		Council undertook 16 community engagements using additional accessibility resourcing; five used the widget and translation tool on Your Say Yarra for support. All engagements adhere to our Community Engagement Policy and the IAP2 principles and focus on maximum outreach. This includes targeted outreach to groups at risk of under-representation. The number of engagements varies year-to-year and is unpredictable. The 2021/22 actual result has been used as the baseline.
ix. Relevant Victoria Auditor-General's Office (VAGO) indicators 1. Adjusted underlying result 2. Liquidity ratio 3. Indebtedness 4. Renewal gap	Maintain or Improve	**2021** -9.0% 1.3 7.9% 1.1	 >5% >1.4 <40% >1.00	 -4.6% 1.7 22.6% 1.2		COVID-19 significantly impacted operating performance in 2021/22. The ratio is expected to improve in 2022/23 post pandemic.

Major initiatives

The following statement reviews the progress of council in relation to major initiatives identified in the *2021-22 Budget* for the year. Some major initiatives also appeared in the Annual Plan.

Major Initiatives	Progress
Smart Poles The Yarra Smart Pole project will see the installation of innovative smart poles at key sites across the city. The project will enable Yarra to provide a range of integrated smart city services and collect and analyse data to inform evidence-based public space planning. Budget $70K Actual $63K Annual Plan action – Completed *This Major Initiative links to the following Council Plan Initiative* *e) Employ quantitative data driven approaches generated through smart city initiatives to support decision making and planning*	The Smart Public Housing Working Group was established as part of the Smart Public Housing Project. Representatives from the City of Yarra, NBN Co., the Department of Families, Fairness and Housing (DFFH), Belgium Avenue Neighbourhood House with the aim to improve digital outcomes for Yarra's public housing communities. The group has: - Enabled the Fitzroy, Collingwood and Richmond Housing Estates to access free Wi-Fi 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. Officers are currently working with the Department of Families, Fairness and Housing to install a final smart bench at the Collingwood Housing Estate. This will see all three public housing sites in Yarra leveraging smart technology to provide the community with free device charging and free connectivity enabling online access to information, products and services.

Services

The following statement provides information in relation to the services funded in the 2021-22 Budget and the persons or sections of the community who are provided the service.

Service	Description	Net Cost Budget Actual Variance $000

Advocacy and Engagement	Advocacy and Engagement provides an end-to-end communications function (internal, external, media, brand, digital channels, civic events, brand management, marketing, graphic design, speeches, consultation). Key services: • Communications and engagement • Digital communications and marketing • Strategic advocacy	Budget $2,613 Actual $2,638 Variance -$25
Building and Asset Management	Building and Asset Management is responsible for Council's building assets as well as coordinating asset management and capital works planning and reporting activities across all of Council's asset classes. Key services: • Strategic asset management • Capital works planning, development, delivery, monitoring and reporting • Building services and facilities maintenance • Building projects delivery • Development Contribution Plan administration	Budget $6,007 Actual $5,613 Variance $394
CEO Office	The CEO Office includes the Governance and Support Office, Office of Mayor and Councillors and the Property Management Unit. It is responsible for a range of professional services to internal and external clients, with an emphasis on governance related issues including compliance, regulation, transparency probity and Internal Audit. It is also responsible for managing Council's property portfolio including leases, licences and management agreements. Internal Audit ensures the organisation has policies and procedures in place to manage its risks and engender confidence in our corporate governance. It is responsible for oversight of the organisation's Internal Audit Program and provides the Secretariat function for Council's Audit Committee. Key services: • Council agendas and minutes • Freedom of Information • Internal ombudsman • Mayor and Councillors Office • Place naming • Property management • Public registers • Management of legal services • Audit Committee • Internal Audit program • Aboriginal partnerships	Budget, $5,462 Actual $6,991 Variance -$1,529
Corporate Planning and Performance	The Corporate Planning and Performance Branch's purpose is to provide leadership and resources to support and enable the organisation to achieve Council's service delivery objectives, legislative requirements and strategic	Budget $1,320

	objectives. A key purpose of the Branch is to support councillors and the community to develop their long and medium term strategic direction, through the community vision and Council Plan, and achieve their stated goals and outcomes. Key services: • Corporate planning and reporting • Community vision and Council Plan development • Project management office • Community infrastructure planning • Business improvement • Council plan development, monitoring and implementation	Actual $1,281 Variance $39
Customer Service	The Customer Service Branch is responsible for engaging and assisting customers/community with information, issues and business transactions across all corporate channels. Key services: • Customer service • Customer relationship management system and Customer Experience Strategy • Records management	Budget $3,454 Actual $3,174 Variance $279
Finance	The Finance Branch provides high quality financial services across Council, ensuring that robust systems and processes are in place to safeguard the integrity of Council's assets and to ensure the long-term financial sustainability of Council. Key services: • Management accounting • Revenue management • Rates and valuation services • Financial accounting • Financial audit • Contracts and procurement *(In 2021/22 Council received a large portion of the VGC grants commission in advance this reduced the net cost of finance by ($929K). There was also a road discontinuance in Valuations adding another unbudgeted $300K.)	Budget $1,634 Actual *$162 *Variance impacted by 2022/23 grants received in advance $1,472
Human Resources Services and Support	HR Services and Support manages the employee lifecycle (this includes, on boarding and off boarding) and administering employee benefits whilst enabling the organisation to get the most out of their employees and enhance the overall employee experience. Key services:	Budget $2,261 Actual

	• HR business partnering • Recruitment • Employee and Industrial matters • Payroll	$2,592 Variance -$331
Information and Communication Technology	Information and Communication Technology facilitates the acquisition, maintenance, retirement and usage of all information systems maintained or used by the operations and staff of the City of Yarra including fixed and mobile hardware, installed and cloud sourced software and telecommunications equipment. Key services: • Business analysis • Support of business applications and process improvements • Administration and maintenance of the IS infrastructure • GIS administration	Budget $10,022 Actual $10,145 Variance -$123
Organisational Culture, Capability and Diversity	The Organisational Culture, Capability and Diversity Team works with leadership, individuals, teams and across the whole of Yarra to ensure that Yarra offers a safe, vibrant and inclusive culture where everyone can make a positive difference in our community. Key services: • Diversity and inclusion including Gender Equality • Safeguarding children and young people • Culture and organisational development • Leadership, learning and development	Budget $1,709 Actual $1,326 Variance $383
Risk and Safety	The Risk and Safety team provides both strategic and operational guidance, advice and resources to support and enable the organisation in minimising risk and safety exposure in Council's service delivery objectives, legislative requirements and strategic objectives. Key services: • Risk management and Business Continuity • Occupational health and safety • Injury Management • Insurance management • Emergency management	Budget $3,456 Actual $3,155 Variance $301

Service performance indicators

The following statement provides the results of the prescribed service performance indicators and measures including explanation of results in the comments.

Results

Service/ Indicator/ measure	2019	2020	2021	2022	Comments
Governance ***Transparency*** *Council decisions made at meetings closed to the public* [Number of Council resolutions made at ordinary or special meetings of Council, or at meetings of a special committee consisting only of councillors, closed to the public / Number of Council resolutions made at ordinary or special meetings of Council or at meetings of a special committee consisting only of councillors] x100	16.39%	7.13%	6.95%	9.58%	The recruitment process for a new Chief Executive Officer resulted in an increase in the number of confidential resolutions made in 2021/22. Adjusting for these resolutions would show an underlying rate of 7.5%. Council continued to ensure that decisions are made at a public meeting wherever possible by conducting a rigorous assessment of each proposed confidential report against the definition of confidential information in the *Local Government Act 2020*
Consultation and engagement *Satisfaction with community consultation and engagement* [Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement]	72.10	72.00	65.00	50.00	Council scored an average of 50 for Satisfaction with community consultation and engagement in the Annual Customer Satisfaction Survey 2022 (ACSS). A score of 50 is categorised as Average (40-60). The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. Average scores are not directly comparable and should be considered in the context of the scale change. A breakdown of the scores by category, showing the % of respondents, between 2021 and 2022 respectively are: Very good/Good 37.6% compared to 38.7%; Average 48.1% compared to 30.6%; and Very Poor/Poor 14.3% compared to 30.7%. While the % of respondents who scored Council Very good/Good has increased between 2021 and 2022, the % of respondents who scored Council Very Poor/Poor has also increased. Council is working to

					understand this result and what actions might be required to improve satisfaction
Attendance *Councillor attendance at Council meetings* [The sum of the number of councillors who attended each ordinary and special Council meeting / (Number of ordinary and special Council meetings) x (Number of councillors elected at the last council general election)] x100	91.03%	92.89%	93.98%	95.65%	Attendance by councillors at meetings remains very high despite the challenges of COVID-19 and the mixture of both physical and online meetings.
Service cost *Cost of elected representation* [Direct cost of the governance service / Number of councillors elected at the last Council general election]	$42,328.44	$41,032.00	$38,849.87	$47,596.22	Allowances for the mayor, deputy mayor and councillors comprise the majority of the costs associated with electoral representation. Since 18 December 2021, these allowances have been determined by the Victorian Independent Remuneration Tribunal. As a result of the reclassification of Yarra City Council and across the board increases arising from the Tribunal's determination, the cost of governance has increased by 23% on the previous year. Increases through to 2025 will be approximately three percent each year.
Satisfaction *Satisfaction with Council decisions* [Community satisfaction rating out of 100 with how Council has performed in making decisions in the interest of the community]	72.00	71.00	66.00	49.30	Council scored an average of 49 for Satisfaction with council decisions in the Annual Customer Satisfaction Survey 2022 (ACSS). A score of 49 is categorised as Average (40-60). The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. Average scores are not directly comparable and should be considered in the context of the scale change. A breakdown of the scores by category, showing the % of respondents, between 2021 and 2022 respectively are: Very good/Good 38.8% compared to 36.3%; Average

					47.6% compared to 33.7%; and Very Poor/Poor 13.6% compared to 29.9%. While the % of respondents who scored Council Very good/Good has remained relatively stable between 2021 and 2022, the % of respondents who scored Council Very Poor/Poor has also increased. Council is working to understand this result and what actions might be required to improve satisfaction.

Retired service performance indicators

Retired indicators	
Service / indicator / measure	**Comment**
Aquatic Facilities ***Service cost***	
Cost of indoor aquatic facilities [Direct cost of indoor aquatic facilities less income received / Number of visits to indoor aquatic facilities]	This measure was replaced by *Cost of aquatic facilities* for 2020.
Cost of outdoor aquatic facilities [Direct cost of outdoor aquatic facilities less income received / Number of visits to outdoor aquatic facilities]	This measure was replaced by *Cost of aquatic facilities* for 2020.
Animal Management ***Service cost*** *Cost of animal management service* [Direct cost of the animal management service / Number of registered animals]	This measure was replaced by *Cost of animal management service per population* for 2020.
Health and safety *Animal management prosecutions* [Number of successful animal management prosecutions]	This measure was replaced by *Animal management prosecutions (%)* for 2020.
Libraries ***Service cost*** *Cost of library service* [Direct cost of the library service / Number of visits]	This measure was replaced by *Cost of library service per population* for 2020.
Maternal and Child Health (MCH)	
Satisfaction *Participation in first MCH home visit* [Number of first MCH home visits / Number of birth notifications received] x100	This measure was replaced by *Participation in 4-week Key Age and Stage visit* for 2020.

Annual Plan Highlights

The following are highlights and achievements of action undertaken in Council's *2021/22 Annual Plan*.

Action Description	Result	Comments
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.	Complete	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 the *Yarra 2036 Community Vision.*
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.	Complete	A priority focus of the CX Program for 2021 was centred on the strategic objective of Empathy. A project, 'In Your Shoes' – Active Empathy, was 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 organisation wide learning program in readiness for implementation phase.
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	Complete	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. 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. 2.Introduction to Process Mapping

driven by a stronger customer-focused approach.		The aim of these online sessions is to build capacity and skills in process mapping as the basis for process improvement.
Asset Management Framework and Plan Development of Council's Asset Management Framework and Asset Plan in line with the ISO 55000 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.	Complete	The *Asset Management Policy* and *Asset Management Plan 2022-2032* were adopted by Council in June 2022

Governance, management and statutory information

Councillor participation

There were 23 Council meetings during 2021/22, with a total of 234 formal resolutions.

In addition to the formal Council meetings, councillors participated in councillor briefings, meetings of Council's Planning Decisions Committee, meetings of advisory committees, meetings of external organisations as Council's representative, training and workshops, and individual meetings with constituents.

Council Meeting Attendance 2021/2022

Councillor	Attended	Apology	Leave of absence
Cr Edward Crossland	22	1	0
Cr Gabrielle de Vietri	15	0	8
Cr Stephen Jolly	19	2	2
Cr Herschel Landes	22	0	1
Cr Anab Mohamud	12	0	11
Cr Claudia Nguyen	20	3	0
Cr Bridgid O'Brien	21	2	0
Cr Amanda Stone	21	1	1
Cr Sophie Wade	23	0	0

Councillor allowances

In accordance with the *Local Government Act 2020*, Council pays councillor allowances in recognition of the long hours and many obligations associated with their role.

These payments help to ensure that the role of councillor is not restricted to people already in receipt of significant independent incomes.

Since December 2021, these allowances have been determined independently of Council by the Victorian Independent Remuneration Tribunal. The allowance amounts are:

Mayor	Deputy Mayor	Councillor
$ 119,316	$ 59,658	$ 35,972

Councillor expenses

The *Local Government Act 2020* provides that the mayor and councillors are offered appropriate tools and support to enable them to properly undertake their statutory obligations.

There are substantial time commitments required of councillors in order for them to properly represent their constituents and perform their significant legal responsibilities, which often require travel and late hours. To assist councillors to carry out their duties, Victorian councils provide them with efficient communication equipment and reimburse their official travel and phone expenses, and (where applicable) childcare expenses.

Councillor expenses in 2021/2022 amounted to $404,315. This figure includes councillor allowances.

Councillor expenses 2021/2022

Councillor	Allowances ($)	Communication ($)	Travel ($)	Representation ($)	Development ($)	Other ($)
Cr Edward Crossland	45,360	694	286	2,305	0	0
Cr Gabrielle de Vietri	56,933	694	262	0	900	4,712
Cr Stephen Jolly	32,674	694	0	0	0	0
Cr Herschel Landes	32,674	694	0	0	0	0
Cr Anab Mohamud	24,949	694	305	2,601	1,332	0
Cr Claudia Nguyen	32,674	694	80	0	8,175	0
Cr Bridgid O'Brien	32,674	694	119	20	1,284	0
Cr Amanda Stone	32,674	867	0	1,700	0	0
Cr Sophie Wade	80,994	694	554	415	1,243	0

Freedom of Information

Council is committed to making a wide range of policy, reports, data, research, and other documents available to residents without the need to lodge a formal request under the *Freedom of Information Act 1982*.

Where the law requires that applications are required, Council will strive to provide all information to which applicants are entitled, while preserving the privacy of third parties.

During 2021/2022, 95 Freedom of Information applications were received, a 28% increase on the previous year. While the *Freedom of Information Act 1982* provides Council with 30 days to respond, we were able to respond to most requests within 14 to 21 days.

Freedom of information requests 2017-2022

Year	Number of requests
2022/23	95
2020/21	74
2019/20	71
2018/19	87
2017/18	84

Freedom of information – application outcomes 2021/2022

Outcome	Number of requests
Access fully granted	22
Access partially granted	62
Access refused	4
No documents to provide	3
Withdrawn or not proceeded with	4
Total	95

Yarra Libraries

In line with established Council practice, Yarra Libraries has publicly reported its results since 2015.

Library closure due to COVID-19 commenced in March 2020 and continued on and off throughout 2020/21 and 2021/22.

During 2021/22, the libraries were closed for 100 days, opened with restricted hours and access for 173 days and business as usual for 92 days. Closures impacted on the community's ability to actively engage

with Yarra Libraries. A new Open Libraries pilot, with extended service hours for preapproved users, began in 2021/22.

Yarra Libraries Key Performance Indicators 2019-2022

KPI	2019/20	2020/21	2021/22
Loans	556,195	208,872	319,120
Visits	520,886	226,566	309,498
Membership	67,649	47,534	47,800
Program Attendance	56,454	121,473	68,545
Acquisitions	28,331	29,646	28,931
Computer Usage	60,170	18,471	18,670
Wi-Fi Usage	164,200	69,299	77,442
Website Visits	398,499	261,051	260,538

126, Ministerial Directions – Food Act 1984

Under section 7E of the *Food Act 1984*, Council is required to detail any Ministerial Directions it has received in relation to its administration of this Act.

Council did not receive any Ministerial Directions during 2021/2022.

Ministerial Directions – Road Management Act 2004

Under section 22(4) of the *Road Management Act 1984*, Council is required to detail any Ministerial Directions it has received in relation to its administration of this Act.

Council did not receive any Ministerial Directions during 2021/2022.

Non-competitive contracts

In the period from 1 July 2021 until the adoption of its Procurement Policy on 7 December 2021, Council did not enter into any contracts without engaging in a competitive process as required by the former section 186 of the *Local Government Act 1989*.

Protected disclosures

Council employees have the right to report alleged unethical practices within the organisation without fear of repercussion.

Reports of this kind are treated in accordance with the *Protected Disclosure Act 2012* and Council's Protected Disclosures Policy, which is available on its website or via the Governance Support Unit at Richmond Town Hall.

During 2021/2022, no Protected Disclosures were notified to the Independent Broad-based Anti-corruption Commission (IBAC) under section 21(2) of the *Protected Disclosure Act 2012*.

For further details contact Ivan Gilbert, Protected Disclosure Coordinator, on 9205 5110 or email Ivan.Gilbert@yarracity.vic.gov.au.

Carer support

Under section 11 of the *Carers Recognition Act 2012*, Council is required to provide information on its recognition and support of carers in its Annual Report.

Council provides paid carers' leave and offers flexible working arrangements for employees with caring responsibilities, guided by a Flexible Working Policy.

Community members with carer responsibilities are also supported through Council's Aged and Disability Services branch.

During 2020-21 this included:

- Provision of a dedicated community bus service to help 20 carers manage their daily living needs. The bus service employs jockeys to assist vulnerable people to attend therapeutic activities, such as hydrotherapy and exercise groups (340 hours of support provided). This activity was curtailed due to COVID-19.
- Roll out and promotion of a new digital equipment grant / respite care service for hard to reach carers, including younger carers (under 25 years), carers of people with Dementia and carers from CALD, LGBTIQA+ and Aboriginal and Torres Strait Islander communities in Yarra and neighbouring cities. The new service delivers a free digital device: laptop, iPad or tablet with 12 months free Wi-Fi and up to 10 hours per year of flexible respite care to approximately 40 people. To date, 48 carers have been supported. Aged and Disability Services has worked in partnership with Library Services to procure digital equipment and provide technical support and training to carers.
- Ongoing advocacy with the National Disability Insurance Scheme Brotherhood of St Laurence Manager Local Area Coordinator and Access Planning Officer.
- Three Carers Gateway Forums were held in person and online, providing carers with an opportunity to connect with other carers and share their own experience, and to provide information on supports and services available

Disability Action Plan

The following information outlines our work implementing Council's *Access and Inclusion Strategy 2018-24* (Disability Action Plan), as required under section 38(3) of the *Disability Discrimination Act 2006*.

The *Access and Inclusion Strategy 2018-24* and the first of three two-year action plans (2018-2020) were endorsed by Council on 16 October 2018, after widespread consultation with the community and key service providers. Consultation was undertaken via focus groups, an online survey and internal feedback. Four overarching themes emerged: freedom, life experiences, knowledge and independence.

The second of three two-year action plans (2021-2023) was developed in the first half of 2021 after consultation across Council, with the Disability Advisory Committee (DAC) and the community. Much of the consultation was undertaken online due to COVID-19 restrictions.

Key achievements in2021/2022 included:

- Ongoing support and resourcing of the Disability Advisory Committee (DAC), primarily online to enable members to continue contributing advice to Council.
- A public expression of interest process for membership of the DAC was undertaken in early 2022, with Council endorsing 14 DAC members (11 continuing members and three new members) at the Council meeting on 19 April 2022.
- Advocating for designated tram stops throughout the City of Yarra to comply with the Disability Standards for Accessible Public Transport and the *Disability Discrimination Act 1992*.
- Working collaboratively with Yarra's Economic Development team to provide advice on the Parklet program supporting local businesses. This included providing input about accessibility into the permanent parklet policy and design guidelines.
- Ongoing advocacy for Accessible housing standards, including supporting the Universal Housing Alliance campaign to achieve accessible housing for all. In May 2021, the Victorian Building Authority adopted accessible housing reforms in the National Construction Code.

Domestic Animal Management Plan

Under section 68(A) 1 of the *Domestic Animals Act 1994*, each Council must, in consultation with the Secretary, prepare a domestic animal management plan on 4 December 2021 and at the end of each period of 4 years after that day. The Domestic Animal Management Plan forms part of the annual report.

Council continued to fulfil its ongoing commitments as outlined in the Domestic Animal Management Plan (DAMP) by:

- Offering and promoting discounted registration fees on Council's website and on the registration renewal form. Council's customer service team also advises customers of the discount over the phone, particularly during renewal time. From February each year, Council also offers two months' free registration for all new registrations, which is given via a 14-month expiry date. In addition, all cats and dogs under the age of six months are registered free for the remaining part of their first year of registration.
- Prior to renewals, non-desexed pets are advised of the reduced fee if their pet has been desexed since the initial registration. Free registration is also available for pets adopted directly from the Lost Dog's Home, a partnership initiative with our contracted shelter/pound to promote and encourage the rehoming of cats and dogs.
- Raising awareness of animal overpopulation by conducting authorised officer patrols. Council also provides information to help reduce the number of stray cats and other animals being a nuisance. Council has, as per its DAMP commitment, begun the review of the Council Order, which regulates the control of dogs and cats within the municipality. This includes the potential to introduce a cat curfew.
- Collecting and reuniting stray domestic animals with their owners and achieving a relatively high reclaim rate.

- Ensuring all seized and impounded animals are registered to their owner prior to release. This data was recorded monthly in the government reporting system and all targets have been met,
- Conducting regular reviews of the pound operation and performance, and meeting with pound operators to address any issues. Council continues to work closely with the pound operators, which includes regular meetings.
- Completing the 2021-2024 Domestic Animal Management Plan, which was submitted to the Secretary of the Department of Jobs, Precincts and Regions in October 2021.
- Completing an annual audit of registered domestic animal businesses as per the yearly schedule
- Investigating and responding to all animal complaints, including those related to barking dogs and dog attacks, within the internal key performance indicator timeframe, and provided results for government reporting.

Delegated committees

The following delegated committee was in operation during 2021/22.

Planning Decisions Committee

By resolution of Council, the Planning Decisions Committee was constituted under the *Local Government Act 2020* in September 2020.

All councillors are members of the Planning Decisions Committee, with three councillors making up each meeting on a rotational basis. This committee has the authority to make decisions on applications for planning permits that are referred to it by Council officers.

The Planning Decisions Committee met 18 times during 2021/2022 and made determinations on 61 separate planning matters.

Governance and management checklist

The following are the results of Yarra City Council's assessment against the prescribed governance and management checklist.

	Governance and Management Items	Assessment
1	**Community engagement policy** (policy under section 55 of the Act outlining Council's commitment to engaging with the community on matters of public interest)	Adopted in accordance with section 55 of the Act Date of adoption: 15 September 2020
2	**Community engagement guidelines** (guidelines to assist staff to determine when and how to engage with the community)	Guidelines were developed late 2020 and officially launched in July 2021.
3	**Financial Plan** (plan under section 91 of the Act outlining the financial and non-financial resources required for at least the next 10 financial years)	Adopted in accordance with section 91 of the Act Long Term Financial Strategy 2022/23-2031/32 Date of adoption: 23 June 2022
4	**Asset Plan** (plan under section 92 of the Act setting out the asset maintenance and renewal needs for key infrastructure asset classes for at least the next 10 years)	Adopted in accordance with section 92 of the Act Date of adoption: Asset Plan 23 June 2022
5	**Revenue and Rating Plan** (plan under section 93 of the Act setting out the rating structure of Council to levy rates and charges)	Adopted in accordance with section 93 of the Act 2021/2025 Revenue and Rating Plan Date of adoption: 24 June 2021
6	**Annual budget** (plan under section 94 of the Act setting out the services to be provided and initiatives to be undertaken during the budget year and the funding and other resources required)	Adopted in accordance with section 94 of the Act 2022/23 Budget Date of adoption: 23 June 2022
7	**Risk policy** (policy outlining council's commitment and approach to minimising the risks to council's operations)	Policy Date of commencement of current policy: 30 June 2021
8	**Fraud policy** (policy outlining council's commitment and approach to minimising the risk of fraud)	Policy Date of commencement of current policy: 22 July 2020

Governance and Management Items		Assessment
9	**Municipal emergency management plan** (plan under section 60ADB of the Emergency Management Act 2013 for emergency mitigation, response and recovery)	Prepared and maintained in accordance with section 108 of the Act Date of preparation 29 August 2018
10	**Procurement policy** (policy under section 108 of the Act outlining the principles, processes and procedures that will apply to the purchase of goods and services by the Council)	Adopted in accordance with section 108 of the Act Date of adoption 07 December 2021
11	**Business continuity plan** (plan setting out the actions that will be undertaken to ensure that key services continue to operate in the event of a disaster)	Council's current Business Continuity Plan was updated and adopted by Council. Council undertakes Business Continuity planning as part of its Risk Management framework Date of adoption 25 January 2022
12	**Disaster recovery plan** (plan setting out the actions that will be undertaken to recover and restore business capability in the event of a disaster)	Council's Disaster Recovery Plan Date of endorsement 16 January 2020
13	**Risk management framework** (framework outlining council's approach to managing risks to the council's operations)	Framework Date of commencement of current framework 30 June 2021
14	**Audit and Risk Committee** (see sections 53 and 54 of the Act)	Established in accordance with section 53 of the Act Date of establishment 01 September 2020
15	**Internal audit** (independent accounting professionals engaged by the council to provide analyses and recommendations aimed at improving council's governance, risk and management controls)	Engaged Date of engagement of current provider 20 January 2020 An independent internal audit function is a long-standing part of Council's management framework, our current independent accounting professionals were engaged by Council following a competitive tender process

Governance and Management Items	Assessment
16 **Performance reporting framework** (a set of indicators measuring financial and non-financial performance, including the performance indicators referred to in section 98 of the Local Government Act 2020)	Framework Date of adoption of current framework 19 October 2021
17 **Council Plan report** (report reviewing the performance of the council against the council plan, including the results in relation to the strategic indicators, for the first six months of the financial year)	No report Council Plan progress is reported in the Annual Report including the performance results for the Strategic Indicators. The Annual Report was presented to Council on 19 October 2021. Council also endorses an Annual Plan, linked to initiatives in the Council Plan. Progress is reported to Council via the Annual Plan Quarterly Progress Report.
18 **Quarterly Budget reports** (quarterly reports to the Council under section 97(1) of the Local Government Act 2020, comparing actual and budgeted results and an explanation of any material variations)	Reports presented to the Council in accordance with section 138(1) of the Local Government Act 1989 Date reports presented: 7 September 2021, 9 November 2021, 15 February 2022, 18 May 2022
19 **Risk reporting** (6-monthly reports of strategic risks to Council's operations, their likelihood and consequences of occurring and risk minimisation strategies)	Reports Date of reports: 24 February 2022, 19 May 2022
20 **Performance reporting** (6-monthly reports of indicators measuring financial and non-financial performance, including the performance indicators referred to in section 98 of the Local Government Act 2020)	Reports Council reports on the LGPRF and Council Plan performance indicators annually in the Annual Report in accordance with section 98 of the Local Government Act 2020.
21 **Annual report** (annual report under sections 98, 99 and 100 of the Local Government Act 2020 containing a report of operations and audited financial and performance statements)	Presented at a meeting of the Council in accordance with section 100 of the Act Date statements presented: 19 October 2021

Governance and Management Items	Assessment
22 **Councillor Code of Conduct** (Code under section 139 of the Act setting out the standards of conduct to be followed by Councillors and other matters)	Reviewed and adopted in accordance with section 139 of the Act Date reviewed 8 March 2022
23 **Delegations** (documents setting out the powers, duties and functions of Council and the Chief Executive Officer that have been delegated to members of staff, in accordance with sections 11 and 47 of the Act))	Reviewed in accordance with section 11(7) of the Act and a register kept in accordance with sections 11(8) and 47(7) of the Act Date of review Instrument of Delegation from Council to the Chief Executive Officer was reviewed 18 August 2020 Instrument of Delegation from Council to Council staff was reviewed and endorsed and executed by Council on 26 October 2020
24 **Meeting procedures** (Governance Rules under section 60 of the Act governing the conduct of meetings of Council and delegated committees)	Governance Rules adopted in accordance with section 60 of the Act Date Governance Rules adopted 18 August 2020

I certify that this information presents fairly the status of council's governance and management arrangements

Sue Wilkinson

Chief Executive Officer

Dated: 13 September 2022

Cr Sophie Wade

Mayor

Dated: 13 September 2022

Annual Financial Report

For the year ended 30 June 2022.

Independent Auditor's Report

Victorian Auditor-General's Office

To the Councillors of Yarra City Council

Opinion	I have audited the financial report of Yarra City Council (the council) which comprises the: • balance sheet as at 30 June 2022 • comprehensive income statement for the year then ended • statement of changes in equity for the year then ended • statement of cash flows for the year then ended • statement of capital works for the year then ended • notes to the financial statements, including significant accounting policies • certification of the financial statements. In my opinion the financial report presents fairly, in all material respects, the financial position of the council as at 30 June 2022 and their financial performance and cash flows for the year then ended in accordance with the financial reporting requirements of Part 4 of the *Local Government Act 2020*, the *Local Government (Planning and Reporting) Regulations 2020* and applicable Australian Accounting Standards.
Basis for Opinion	I have conducted my audit in accordance with the *Audit Act 1994* which incorporates the Australian Auditing Standards. I further describe my responsibilities under that Act and those standards in the *Auditor's Responsibilities for the Audit of the Financial Report* section of my report. My independence is established by the *Constitution Act 1975*. My staff and I are independent of the council in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the financial report in Victoria. My staff and I have also fulfilled our other ethical responsibilities in accordance with the Code. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.
Councillors' responsibilities for the financial report	The Councillors of the council are responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards, the *Local Government Act 2020 and the Local Government (Planning and Reporting) Regulations 2020*, and for such internal control as the Councillors determine is necessary to enable the preparation and fair presentation of a financial report that is free from material misstatement, whether due to fraud or error. In preparing the financial report, the Councillors are responsible for assessing the council's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless it is inappropriate to do so.

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Auditor's responsibilities for the audit of the financial report

As required by the *Audit Act 1994*, my responsibility is to express an opinion on the financial report based on the audit. My objectives for the audit are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the council's internal control
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Councillors
- conclude on the appropriateness of the Councillors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the council's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the council to cease to continue as a going concern.
- evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the Councillors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.



MELBOURNE
20 September 2022

Travis Derricott
as delegate for the Auditor-General of Victoria

Yarra City Council
Financial Report
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Certification of the Financial Statements

In my opinion, the accompanying financial statements have been prepared in accordance with the *Local Government Act 2020*, the *Local Government (Planning and Reporting) Regulations 2020*, the Australian Accounting Standards and other mandatory professional reporting requirements.

Dennis Bastas CPA
Acting CFO and Principal Accounting Officer
13 September 2022
Richmond

In our opinion, the accompanying financial statements present fairly the financial transactions of the Yarra City Council for the year ended 30 June 2022 and the financial position of the Council as at that date.

At the date of signing, we are not aware of any circumstances that would render any particulars in the financial statements to be misleading or inaccurate.

We have been authorised by the Council and by the *Local Government (Planning and Reporting) Regulations 2020* to certify the financial statements in their final form.

Cr Sophie Wade
Mayor
13 September 2022
Richmond

Cr Herschel Landes
Councillor
13 September 2022
Richmond

Sue Wilkinson
Chief Executive Officer
13 September 2022
Richmond

Comprehensive Income Statement
For the Year Ended 30 June 2022

	Note	2022 $'000	2021 $'000
Income			
Rates and charges	3.1	120,957	116,242
Statutory fees and fines	3.2	23,168	18,999
User fees	3.3	26,014	21,567
Grants - operating	3.4 (a)	20,256	20,542
Grants - capital	3.4 (b)	4,558	1,446
Contributions - monetary	3.5	5,737	5,114
Net gain on disposal of property, infrastructure, plant and equipment	3.6	-	2,994
Other income	3.7	1,872	1,695
Total income		202,562	188,599
Expenses			
Employee costs	4.1	97,865	95,135
Materials and services	4.2	73,017	70,541
Depreciation	4.3	23,960	23,044
Amortisation - right of use assets	4.4	1,263	1,160
Bad and doubtful debts	4.5	2,271	6,241
Borrowing costs	4.6	1,163	1,870
Finance costs - leases	4.7	147	171
Net loss on disposal of property, infrastructure plant and equipment	3.6	1,068	-
Other expenses	4.8	695	563
Total expenses		201,449	198,725
Surplus/(deficit) for the year		1,113	(10,126)
Other comprehensive income			
Items that will not be reclassified to surplus or deficit in future periods			
Net asset revaluation increment	6.1	8,122	92,318
Total comprehensive result		9,235	82,192

The above comprehensive income statement should be read in conjunction with the accompanying notes.

Balance Sheet
As at 30 June 2022

	Note	2022 $'000	2021 $'000
Assets			
Current assets			
Cash and cash equivalents	5.1 (a)	54,801	78,930
Trade and other receivables	5.1 (c)	23,578	18,984
Other financial assets	5.1 (b)	25,000	10,000
Inventories	5.2 (a)	180	95
Other assets	5.2 (b)	1,267	1,402
Total current assets		104,827	109,411
Non-current assets			
Investments in joint arrangements	6.2	5	5
Property, infrastructure, plant and equipment	6.1	2,041,598	2,025,671
Right-of-use assets	5.8	1,337	2,374
Total non-current assets		2,042,940	2,028,050
Total assets		2,147,766	2,137,461
Liabilities			
Current liabilities			
Trade and other payables	5.3 (a)	11,075	15,737
Trust funds and deposits	5.3 (b)	15,359	11,854
Unearned income/revenue	5.3 (c)	10,994	5,703
Provisions	5.5	18,527	18,139
Interest-bearing liabilities	5.4	4,271	33,818
Lease liabilities	5.8	1,260	1,165
Total current liabilities		61,486	86,416
Non-current liabilities			
Trade and other payables	5.3 (a)	1,870	2,255
Other Liabilities	5.3 (b)	386	377
Provisions	5.5	1,443	1,435
Interest-bearing liabilities	5.4	34,900	7,385
Lease liabilities	5.8	200	1,347
Total non-current liabilities		38,799	12,799
Total liabilities		100,285	99,215
Net assets		2,047,481	2,038,246
Equity			
Accumulated surplus		654,053	656,661
Reserves	9.1	1,393,428	1,381,585
Total Equity		2,047,481	2,038,246

The above balance sheet should be read in conjunction with the accompanying notes.

Statement of Changes in Equity
For the Year Ended 30 June 2022

2022	Note	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year		2,038,246	656,661	1,362,635	18,950
Surplus for the year		1,113	1,113	-	-
Net asset revaluation increment	6.1	8,122	-	8,122	-
Transfers to other reserves	9.1(b)	-	1,095	-	(1,095)
Transfers from other reserves	9.1(b)	-	(4,817)	-	4,817
		2,047,481	654,053	1,370,757	22,671
Balance at end of the financial year		**2,047,481**	**654,053**	**1,370,757**	**22,671**

2021	Note	Total $'000	Accumulated Surplus $'000	Revaluation Reserve $'000	Other Reserves $'000
Balance at beginning of the financial year		1,956,054	670,892	1,270,317	14,845
Deficit for the year		(10,127)	(10,127)	-	-
Net asset revaluation increment	6.1	92,318	-	92,318	-
Transfers to other reserves	9.1(b)	-	134	-	(134)
Transfers from other reserves	9.1(b)	-	(4,239)	-	4,239
Balance at end of the financial year		**2,038,246**	**656,661**	**1,362,635**	**18,950**

The above statement of changes in equity should be read in conjunction with the accompanying notes.

Statement of Cash Flows
For the Year Ended 30 June 2022

	Note	2022 Inflows/ (Outflows) $'000	2021 Inflows/ (Outflows) $'000
Cash flows from operating activities			
Rates and charges		117,522	112,800
Statutory fees and fines		24,500	20,940
User fees		22,184	27,340
Grants - operating		25,547	20,542
Grants - capital		4,558	1,591
Contributions - monetary		5,737	5,114
Interest received		284	358
Trust funds and deposits taken		31,265	2,503
Other receipts		2,410	3,096
Net GST refund/(payment)		516	3,303
Employee costs		(97,470)	(92,347)
Materials and services		(80,970)	(81,989)
Trust funds and deposits repaid		(27,760)	(2,060)
Net cash provided by operating activities	9.2	**28,325**	**21,191**
Cash flows from investing activities			
Payments for property, infrastructure, plant and equipment	6.1	(33,635)	(25,747)
Proceeds from sale of property, infrastructure, plant and equipment	3.6	801	3,163
Payments for investments	5.1(b)	(45,000)	(10,000)
Proceeds from sale of investments	5.1(b)	30,000	-
Net cash used in investing activities		**(47,833)**	**(32,584)**
Cash flows from financing activities			
Finance costs	5	(1,163)	(1,870)
Proceeds from borrowings		32,500	-
Repayment of borrowings		(34,532)	(1,270)
Interest paid - lease liability	4.7	(147)	(171)
Repayment of lease liabilities		(1,278)	(1,104)
Net cash used in financing activities		**(4,620)**	**(4,415)**
Net decrease in cash and cash equivalents		(24,128)	(15,808)
Cash and cash equivalents at the beginning of the financial year		78,930	94,738
Cash and cash equivalents at the end of the financial year	5.1(a)	**54,801**	**78,930**
Financing arrangements	5.6		
Restrictions on cash assets	5.1		

The above statement of cash flows should be read in conjunction with the accompanying notes.
Fire Services Levy processed through Trust Funds and Deposits from 2021/22.

Statement of Capital Works
For the Year Ended 30 June 2022

	2022 $'000	2021 $'000
Property		
Buildings	12,217	6,790
Total buildings	**12,217**	**6,790**
Total property	**12,217**	**6,790**
Plant and equipment		
Plant, machinery and equipment	1,887	2,015
Fixtures, fittings and furniture	110	-
Computers and telecommunications	1,835	2,165
Library books	635	644
Total plant and equipment	**4,468**	**4,824**
Infrastructure		
Roads	6,036	5,575
Bridges	2	110
Footpaths and cycleways	2,790	2,486
Drainage	3,579	2,213
Waste management	65	75
Parks, open space and streetscapes	2,777	2,337
Other infrastructure	1,701	1,318
Total infrastructure	**16,951**	**14,114**
Total capital works expenditure	**33,635**	**25,728**
Represented by:		
New asset expenditure	4,912	1,012
Asset renewal expenditure	25,137	23,137
Asset upgrade expenditure	3,586	1,579
Total capital works expenditure	**33,635**	**25,728**

The above statement of capital works should be read in conjunction with the accompanying notes.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 1 OVERVIEW

Introduction

The City of Yarra was established by an Order of the Governor in Council on 22 June 1994 and is a body corporate. The Council's main office is located at 333 Bridge Road Richmond.

Statement of compliance

These financial statements are a general purpose financial report that consists of a Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows, Statement of Capital Works and Notes accompanying these financial statements. The general purpose financial report complies with the Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, *the Local Government Act 2020, and the Local Government (Planning and Reporting) Regulations 2020.*

The Council is a not-for-profit entity and therefore applies the additional AUS paragraphs applicable to a not-for-profit entity under the Australian Accounting Standards.

Significant accounting policies

(a) Basis of accounting

The accrual basis of accounting has been used in the preparation of these financial statements, except for the cash flow information, whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

The financial statements are based on the historical cost convention unless a different measurement basis is specifically disclosed in the notes to the financial statements.

Judgements, estimates and assumptions are required to be made about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated judgements are based on professional judgement derived from historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

The financial statements have been prepared on a going concern basis. The financial statements are in Australian dollars. The amounts presented in the financial statements have been rounded to the nearest thousand dollars unless otherwise specified. Minor discrepancies in tables between totals and the sum of components are due to rounding.

Revisions to accounting estimates are recognised in the period in which the estimate is revised and also in future periods that are affected by the revision. Judgements and assumptions made by management in the application of AAS's that have significant effects on the financial statements and estimates relate to:

- the fair value of land, buildings, infrastructure, plant and equipment (refer to Note 6.1)
- the determination of depreciation for buildings, infrastructure, plant and equipment (refer to Note 6.1)
- the determination of employee provisions (refer to Note 5.5)
- the determination of whether performance obligations are sufficiently specific so as to determine whether an arrangement is within the scope of AASB 15 Revenue from Contracts with Customers or AASB 1058 Income of Not-for-Profit Entities (refer to Note 3)
- the determination, in accordance with AASB 16 Leases, of the lease term, the estimation of the discount rate when not implicit in the lease and whether an arrangement is in substance short-term or low value (refer to Note 5.8)
- whether or not AASB 1059 *Service Concession Arrangements: Grantors* is applicable
- other areas requiring judgements.

Unless otherwise stated, all accounting policies are consistent with those applied in the prior year. Where appropriate, comparative figures have been amended to accord with current presentation, and disclosure has been made of any material changes to comparatives.

(b) COVID-19 impacts on Council

Like all Councils across Victoria, Yarra was impacted financially by the COVID-19 pandemic, both through increased spending to support our local community and businesses and loss of revenue. We made a deliberate and considered decision to step up and assist our community, and businesses during the pandemic through the following initiatives:

- Precinct activations and economic recovery achieved through Yarra's temporary outdoor dining program. All fees associated with outdoor dining were waived during the pandemic and further support was provided to business through the COVID Safe Outdoor Dining program ($1.372m), and
- Extension of the hardship policy, assisting the vulnerable members of our community impacted by COVD-19.

Council's financial operations were impacted by the following:

- Revenue from statutory fees and fines and user fees were under budget by $11.072m and $6.772m respectively, and
- Additional costs were incurred to protect the community, including the provision of COVID-19 Marshalls.

Council's Capital Works Program was also impacted due to:

- Supply chain delays and construction material shortages (including the availability of timber and steel), and
- A reduction in the number of permitted workers allowed at sites reduced the ability to complete planned projects.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 2.1 Performance against budget

The performance against budget notes compare Council's financial plan, expressed through its annual budget, with actual performance. The *Local Government (Planning and Reporting) Regulations 2020* requires explanation of any material variances. Council has adopted a materiality threshold of 10 percent and at least $0.5 million where further explanation is warranted. Explanations have not been provided for variations below the materiality threshold unless the variance is considered to be material because of its nature.

These notes are prepared to meet the requirements of the *Local Government Act 2020* and the *Local Government (Planning and Reporting) Regulations 2020*.

2.1.1 Income and expenditure

	Budget 2021/22 $'000	Actual 2021/22 $'000	Variance $'000 Fav/(Unfav)	Variance % Fav/(Unfav)	Ref
Income					
Rates and charges	119,991	120,957	966	0.8%	
Statutory fees and fines	34,240	23,168	(11,072)	(32.3%)	1
User fees	32,786	26,014	(6,772)	(20.7%)	2
Grants - operating	15,356	20,256	4,900	31.9%	3
Grants - capital	3,052	4,558	1,506	49.3%	4
Contributions - monetary	6,406	5,737	(669)	(10.4%)	5
Other income	2,146	1,872	(273)	(12.7%)	
Total income	213,977	202,562	(11,415)	(5.3%)	
Expenses					
Employee costs	96,635	97,865	(1,231)	(1.3%)	
Materials and services	75,720	73,017	2,703	3.6%	
Depreciation	24,550	23,960	590	2.4%	
Amortisation - Right of use assets	1,145	1,263	(117)	(10.3%)	
Bad and doubtful debts	5,000	2,271	2,729	54.6%	6
Borrowing costs	1,387	1,163	224	16.2%	
Finance costs - Leases	119	147	(28)	(23.5%)	
Net loss on disposal of property, infrastructure, plant and equipment	(50)	1,068	(1,118)	96.0%	7
Other expenses	631	695	(64)	(10.1%)	
Total expenses	205,138	201,449	3,688	1.8%	
Surplus/(deficit) for the year	8,839	1,113	(7,727)	87.4%	

Notes to the Financial Report for the Year Ended 30 June 2022

Note 2.1 Performance against budget (Cont'd)

2.1.1 Income and expenditure (Cont'd)

(i) Explanation of material variations

Ref	Item	Explanation
1	Statutory fees and fines	Unfavourable variance actual to budget is driven by the prolonged impact of the COVID-19 pandemic. COVID-19 restrictions reduced parking activity, significantly decreasing revenue from parking meters and infringement notices.
2	User fees	Unfavourable variance actual to budget is driven by the prolonged impact of the COVID-19 pandemic. COVID-19 restrictions resulted in closure of Leisure & Recreational facilities, reducing user fees significantly.
3	Grants - operating	Favourable variance to budget driven by unbudgeted grants received, including; Outdoor Activation Fund and System and Online Portal Development, (offset directly by employee costs and materials and services) and forward payment of 2022/23 allocation of Financial Assistance Grant.
4	Grants - capital	Capital grants were favourable to budget primarily due to the timing of the Jack Dyer Pavilion and Brunswick Street Oval Precinct redevelopment grants.
5	Contributions - monetary	Unfavourable variance driven by Developer Contributions being lower than expected.
6	Bad and doubtful debts	Favourable variance to budget driven by the prolonged impact of the COVID-19 pandemic reducing the volume of parking infringements issued and the level of doubtful debts expense.
7	Net loss on disposal of non-current assets	Unfavourable variance driven by write off of obsolete assets and prior year work in progress.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 2.1 Performance against budget (Cont'd)

2.1.2 Capital works

	Budget 2021/22 $'000	Actual 2021/22 $'000	Variance $'000 Fav/(Unfav)	Variance % Fav/(Unfav)	Ref
Property					
Buildings	15,850	12,217	(3,633)	(22.9%)	1
Total buildings	15,850	12,217	(3,633)	(22.9%)	
Total property	15,850	12,217	(3,633)	(22.9%)	
Plant and equipment					
Plant, machinery and equipment	2,131	1,887	(244)	(11.4%)	
Fixtures, fittings and furniture	605	110	(495)	(81.8%)	
Computers and telecommunications	1,906	1,835	(71)	(3.7%)	
Library books	630	635	5	0.0%	
Total plant and equipment	5,272	4,468	(804)	(15.3%)	
Infrastructure					
Roads	6,214	6,036	(178)	(2.9%)	
Bridges	110	2	-	0.0%	
Footpaths and cycleways	3,356	2,790	(566)	(16.9%)	2
Drainage	3,190	3,579	389	12.2%	
Waste management	75	65	(10)	(12.7%)	
Parks, open space and streetscapes	10,130	2,777	(7,353)	(72.6%)	3
Other infrastructure	4,145	1,701	(2,444)	(59.0%)	4
Total infrastructure	27,220	16,951	(10,162)	(37.3%)	
Total capital works expenditure	48,342	33,635	(14,707)	(30.4%)	
Represented by:					
New asset expenditure	5,602	4,912	(690)	(12.3%)	
Asset renewal expenditure	35,720	25,137	(10,583)	(29.6%)	
Asset upgrade expenditure	7,020	3,586	(3,434)	(48.9%)	
Total capital works expenditure	48,342	33,635	(14,707)	(30.4%)	

2.1.2 Capital works (Cont'd)

(i) Explanation of material variations

Variance Ref	Item	Explanation
1	Buildings	Building expenditure was $3.63m below budget due to a number of projects being impacted by delays and shortages of construction materials resulting from the prolonged impact of the COVID-19 pandemic. Planned pavilion works at Fairfield Park have been delayed due to a heritage protection nomination process for Fairfield Park Amphitheatre and the adjacent pavilion.
2	Footpaths and cycleways	Footpaths and cycleways construction was impacted by the industry restrictions and shutdowns (as a result of the prolonged impact of the COVID-19 pandemic). There was also a shortage of materials and contractor availability which impacted project delivery.
3	Parks, open space and streetscapes	Parks, open space and streetscape construction was impacted by the industry restrictions and shutdowns (as a result of the prolonged impact of the COVID-19 pandemic). There was also a shortage of materials and contractor availability, and delays to consultation processes which impacted project delivery.
4	Other infrastructure	Traffic and other transport projects construction was impacted by the industry restrictions and shutdowns (as a result of the prolonged impact of the COVID-19 pandemic). There was also a shortage of materials and contractor availability, and delays to approvals by external authorities which impacted project delivery.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 2.2 Analysis of Council results by program

Council delivers its functions and activites through the following programs.

2.2.1 Planning and Placemaking

The Planning and Placemaking division is responsible for providing strategic input into the overall management of the city. It includes, City Strategy (Economic Development, Strategic Planning, Urban Design and Open Space), Statutory Planning (subdivision, heritage), Sustainability, Strategic Transport and Building Services.

City Works and Assets

The City Works and Assets division is responsible for asset management, maintenance and provision of a range of assets that contribute to liveability, including buildings, civil infrastructure such as drains, roads and footpaths, sporting facilities, gardens and trees. It also supports the local amenity through services such as waste collection, recycling service, and street cleansing. The division ensures safety and amenity related to development within Yarra, and seeks to manage traffic and the impact of works from external authorities. The division also support health and wellbeing through the management of Councils Recreation and Leisure services.

Community Wellbeing

The Community Wellbeing division provides high quality community focused programs, service delivery and communication to residents. Community Wellbeing is comprised of community care, connected communities, family services, health communities and social planning and investment.

Corporate, Business and Finance

The Corporate, Business and Finance division provides efficient, effective and proactive support services across council to enable the delivery of policy commitments, council vision and mission. The provision of these services includes financial services, digital information and technology, health and local laws, procurement, strategy and program delivery and program integration and development.

People and Culture

People & Culture provides strategic people management, supports inclusive and safe workplace practices and leads and supports programs and initiatives in leadership, development, diversity and inclusion across Council. The division includes, human resources, payroll culture capability and diversity and risk and safety.

Chief Executive Officer's Office

The Chief Executive Officer's division is responsible for governance, heritage, property services, Aboriginal partnerships and for providing support to the mayor and Councillors. The division also oversees Council meetings, legal, public registers, delegations and freedom of information requests, and has oversight of Council's integrity processes including public interest disclosures and enquiries. It is also responsible for managing Council's property portfolio including leases, licenses and management agreements.

Advocacy Engagement and Communications

Advocacy Engagement and Communications division delivers strategic communications and advocacy, media relations, publications, digital communications and marketing, community consultation and engagement and civic events.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 2.2 Analysis of Council results by program (Cont'd)

2.2.2 Summary of revenues, expenses, assets and capital expenses by program

2022	Income	Expenses	Surplus/ (Deficit)	Grants included in income	Total assets
	$'000	$'000	$'000	$'000	$'000
Corporate Business and Finance	152,190	58,466	93,724	4,236	115,166
Planning and Placemaking	11,720	20,786	(9,067)	2,638	904
Community Wellbeing	17,319	41,360	(24,041)	13,311	2,221
City Works and Assets	19,256	64,405	(45,149)	4,408	2,022,324
Chief Executive	1,854	6,192	(4,338)	-	7,151
People & Culture	223	7,636	(7,413)	221	-
Advocacy & Engagement	-	2,604	(2,604)	-	-
	202,562	**201,449**	**1,113**	**24,814**	**2,147,766**

2021	Income	Expenses	Surplus/ (Deficit)	Grants included in income	Total assets
	$'000	$'000	$'000	$'000	$'000
Corporate Business and Finance	144,651	62,106	82,545	2,731	117,742
Planning and Placemaking	8,731	18,013	(9,282)	788	1,442
Community Wellbeing	16,465	37,123	(20,658)	12,733	2,501
City Works and Assets	14,310	64,876	(50,566)	2,297	2,007,797
Chief Executive	1,016	5,061	(4,046)	15	7,979
People & Culture	3,427	9,149	(5,722)	3,425	-
Advocacy & Engagement	-	2,397	(2,397)	-	-
	188,599	**198,725**	**(10,126)**	**21,988**	**2,137,461**

Notes to the Financial Report for the Year Ended 30 June 2022

Note 3 Funding for the delivery of our services

3.1 Rates and charges

Council uses Net Annual Value as the basis of valuation of all properties within the municipal district. The NAV of a property is its imputed rental value.

The valuation base used to calculate general rates for 2021/22 was $2,999 million (2020/21 $2,920 million).

	2022	2021
	$'000	$'000
General rates	88,839	85,405
Commercial	22,789	22,754
Industrial	7,241	7,080
Special rates and charges	141	-
Supplementary rates and rate adjustments	1,899	883
Garbage bin charges	49	48
Interest on rates and charges	(1)	72
Total rates and charges	**120,957**	**116,242**

The date of the latest general revaluation of land for rating purposes within the municipal district was 1 January 2022, and the valuation will be first applied in the rating year commencing 1 July 2022.

Annual rates and charges are recognised as revenues when Council issues annual rates notices. Supplementary rates are recognised when a valuation and reassessment is completed and a supplementary rates notice issued.

3.2 Statutory fees and fines

	2022	2021
	$'000	$'000
Infringements and costs	10,916	8,457
Court recoveries	2,442	1,849
Fees - parking meters/ticket machines	7,947	6,910
Permits	1,864	1,783
Total statutory fees and fines	**23,168**	**18,999**

Statutory fees and fines (including parking fees and fines) are recognised as revenue when the service has been provided, the payment is received, or when the penalty has been applied, whichever first occurs.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 3 Funding for the delivery of our services (Cont'd)	2022 $'000	2021 $'000
3.3 User fees		
Leisure centres and golf course fees	6,363	3,958
Child care/children's program fees	2,856	2,864
Town planning fees	4,114	3,653
Registration fees	1,750	1,576
Aged services fees	228	208
Road occupation permit fees	4,826	4,572
Footpath advertising & display	411	86
Building services fees	290	251
Valuation fees/supplementary charges	198	183
Kerb market fees	183	100
Land information certificates	175	135
Local laws fines	181	430
Rent	1,556	1,010
Permits - Bins and Skips	199	185
After School Program	211	160
Report and Consent Fees	173	162
Road and Drainage Inspection Fees	1,037	842
Hall hire	155	145
Asset Protection Permits	216	214
Occupation area permit fees	236	300
Other fees and charges	657	533
Total user fees	**26,014**	**21,567**

User fees are recognised as revenue at a point in time, or over time, when (or as) the performance obligation is satisfied. Recognition is based on the underlying contractual terms.

Note 3 Funding for the delivery of our services (Cont'd)

3.4 Funding from other levels of government	2022	2021
Grants were received in respect of the following :	$'000	$'000
Summary of grants		
Commonwealth funded grants	12,362	10,577
State funded grants	12,452	11,411
Total grants received	24,814	21,988
(a) Operating Grants		
Recurrent - Commonwealth Government		
Financial Assistance Grants	3,384	2,392
Children Services	4,385	4,534
Primary care partnerships	1,472	1,621
General home care	1,592	764
Recurrent - State Government		
Family and children services	2,727	2,891
Maternal and child health	1,015	708
Aged care services	924	1,153
Library	707	720
School crossing supervisors	339	320
Tobacco Act Reform	49	-
Community safety	-	92
Other	-	18
Total recurrent operating grants	16,594	15,213
Non-recurrent - Commonwealth Government		
Drainage maintenance	-	15
Non-recurrent - State Government		
COVID-19 response	2,359	1,394
Regulatory Reform	319	-
Working for Victoria	221	2,738
Environmental planning	-	633
Family and children services	204	125
Other	560	424
Total non-recurrent operating grants	3,662	5,329
Total Operating Grants	20,256	20,542
(b) Capital Grants		
Recurrent - Commonwealth Government		
Roads to recovery	259	259
Total recurrent capital grants	259	259
Non-recurrent - Commonwealth Government		
Roads - Black Spot funding	128	480
Roads LRCI program	1,142	512
Non-recurrent - State Government		
Buildings	2,335	109
Roads	387	50
Open space	197	1
Drainage	-	25
Other	110	10
Total non-recurrent capital grants	4,299	1,187
Total Capital Grants	4,558	1,446
Total Grants	24,814	21,988

Note 3 Funding for the delivery of our services (Cont'd)

3.4 Funding from other levels of government (Cont'd)

	2022 $'000	2021 $'000
(c) Unspent grants		
Operating		
Balance at start of year	2,604	2,165
Received during the financial year and remained unspent at balance date	2,616	1,879
Received in prior years and spent during the financial year	(1,558)	(1,440)
Balance at year end	**3,662**	**2,604**
Capital		
Balance at start of year	18,636	16,295
Received during the financial year and remained unspent at balance date	6,229	2,521
Received in prior years and spent during the financial year	(3,124)	(180)
Balance at year end	**21,741**	**18,636**

*The major portion of unspent capital grants at the start of the year relates to state government funding received for the Fitzroy Depot relocation.

(d) Recognition of grant income

Before recognising funding from government grants as revenue the Council assesses whether there is a contract that is enforceable and has sufficiently specific performance obligations in accordance with *AASB 15 Revenue from Contracts with Customers*. When both these conditions are satisfied, the Council:
- identifies each performance obligation relating to revenue under the contract/agreement
- determines the transaction price
- recognises a contract liability for its obligations under the agreement
- recognises revenue as it satisfies its performance obligations, at the time or over time when services are rendered.

Where the contract is not enforceable and/or does not have sufficiently specific performance obligations, the Council applies *AASB 1058 Income for Not-for-Profit Entities*.

Grant revenue with sufficiently specific performance obligations is recognised over time as the performance obligations specified in the underlying agreement are met. Where performance obligations are not sufficiently specific, grants are recognised on the earlier of receipt or when an unconditional right to receipt has been established. Grants relating to capital projects are generally recognised progressively as the capital project is completed. The following table provides a summary of the accounting framework under which grants are recognised.

Income recognised under AASB 1058 *Income of Not-for-Profit Entities*		
General purpose	16,594	15,213
Specific purpose grants to acquire non-financial assets	259	259
Revenue recognised under AASB 15 *Revenue from Contracts with Customers*		
Specific purpose grants	7,961	6,516
	24,814	**21,988**

3.5 Contributions

Monetary	5,737	5,114
Total contributions	**5,737**	**5,114**
Monetary		
Public Open Space contributions	4,817	4,239
Developer contributions plan levy	181	14
Road maintenance/works (other)	181	364
Open space and planning	254	288
Park rental	53	54
Other	251	155
Total monetary contributions	**5,737**	**5,114**

Monetary contributions are recognised as revenue at their fair value when Council obtains control over the contributed asset.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 3 Funding for the delivery of our services (Cont'd)	2022	2021
3.6 Net gain on disposal of property, infrastructure, plant and equipment	**$'000**	**$'000**
Proceeds from sale of assets	801	3,163
Written down value of assets sold/disposed	(1,869)	(169)
Total net gain/(loss) on disposal of property, infrastructure, plant and equipment	**(1,068)**	**2,994**

The profit or loss on sale of an asset is determined when control of the asset has passed to the buyer.

3.7 Other income		
Interest	284	358
Victorian Electoral Commission fines	169	41
Hall hire	31	41
Waste management	69	111
Venues and events	90	94
Strategic planning	58	6
Early Years Unit	92	-
Leisure services	67	124
Valuations	-	41
Reimbursements road reinstatements	121	272
Reimbursements legal fees	361	217
Reimbursements building maintenance	31	-
Reimbursements capital works	123	-
Other	378	390
Total other income	**1,872**	**1,695**

Interest is recognised as it is earned.

Other income is measured at the fair value of the consideration received or receivable and is recognised when Council gains control over the right to receive the income.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 4 The cost of delivering services

	2022	2021
4.1 (a) Employee costs	**$'000**	**$'000**
Wages and salaries	72,908	71,060
WorkCover	663	501
Casual staff	6,920	5,860
Superannuation	8,158	7,483
Fringe benefits tax	247	244
Agency staff (external)	3,621	2,409
Other	5,348	7,578
Total employee costs	**97,865**	**95,135**
(b) Superannuation		
Council made contributions to the following funds:		
Defined benefit fund		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	**335**	**353**
Accumulation funds		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	3,606	3,378
Employer contributions - other funds	4,217	3,752
	7,823	**7,130**

Refer to note 9.3 for further information relating to Council's superannuation obligations.

4.2 Materials and services		
Materials and services	21,320	20,468
Aged services contract payments	1,569	1,326
Waste services contract payments	4,270	4,857
Recycling contract payments	3,723	3,887
Tipping fees	3,085	2,147
Open space contract payments	3,573	3,110
Bushland tree maintenance contract payments	1,506	1,615
Street cleaning services contract payments	3,422	3,234
Other contract payments	7,195	8,329
Building maintenance	3,710	3,908
General maintenance	4,983	5,258
Utilities	3,340	3,149
Information technology	5,460	4,231
Insurance	2,015	2,011
Consultants	3,847	3,011
Total materials and services	**73,017**	**70,541**

Expenses are recognised as they are incurred and reported in the financial year to which they relate.

4.3 Depreciation		
Property	2,859	2,852
Plant and equipment	6,402	5,821
Infrastructure	14,698	14,371
Total depreciation	**23,960**	**23,044**

Refer to note 5.8 and 6.1 for a more detailed breakdown of depreciation and amortisation charges and accounting policy.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 4 The cost of delivering services (Cont'd)

	2022	2021
4.4 Amortisation - Right of use assets	$'000	$'000
Equipment	1,263	1,160
Total Amortisation - Right of use assets	**1,263**	**1,160**
4.5 Bad and doubtful debts		
Parking infringement debtors	2,405	6,022
Other debtors	(133)	219
Total bad and doubtful debts	**2,271**	**6,241**
Movement in provisions for doubtful debts		
Balance at the beginning of the year	43,943	37,934
New provisions recognised during the year	2,263	6,098
Amounts already provided for and written off as uncollectible	(11,699)	(89)
Balance at end of year	**34,507**	**43,943**

Provision for doubtful debt is recognised based on an expected credit loss model. This model considers both historic and forward looking information in determining the level of impairment. During 2021-22, the model deemed a level of infringement notices to be not collectable and therefore written off.

4.6 Borrowing costs		
Interest - borrowings	1,163	1,870
Total borrowing costs	**1,163**	**1,870**

Borrowing costs are recognised as an expense in the period in which they are incurred, except where they are capitalised as part of a qualifying asset constructed by Council.

4.7 Finance Costs - Leases		
Interest - lease liabilities	147	171
Total finance costs	**147**	**171**
4.8 Other expenses		
Auditors' remuneration - VAGO - audit of the financial statements, performance statement and grant acquittals	61	76
Auditors' remuneration - internal	208	172
Councillors' allowances	372	315
Others	53	-
Total other expenses	**695**	**563**

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position

5.1 Financial assets	2022	2021
(a) Cash and cash equivalents	**$'000**	**$'000**
Cash at Bank	23,596	1,359
Cash on Hand	10	11
Term deposits	31,195	77,560
Total cash and cash equivalents	**54,801**	**78,930**
(b) Other financial assets		
Term deposits - current	25,000	10,000
Total other financial assets	25,000	10,000
Total financial assets	**79,801**	**88,930**

Council's cash and cash equivalents are subject to external restrictions that limit amounts available for discretionary use. These include:

Trust funds and deposits (Note 5.3b)	15,745	12,231
Statutory Reserves (note 9.1b)	22,671	18,950
Total restricted funds	**38,416**	**31,180**
Total unrestricted cash and cash equivalents	**16,386**	**47,749**
Total unrestricted financial assets	**41,386**	**57,749**

Intended allocations

Although not externally restricted the following amounts have been allocated for specific future purposes by Council:

- Cash held to fund carried forward capital works	11,259	12,400
- Capital grant funding	21,741	21,232
- Other grant carry overs	3,662	2,074
Total funds subject to intended allocations	**36,662**	**35,706**

Cash and cash equivalents include cash on hand, deposits at call, and other highly liquid investments with original maturities of three months or less, net of outstanding bank overdrafts.

Other financial assets are valued at fair value, at balance date. Term deposits are measured at original cost. Any unrealised gains and losses on holdings at balance date are recognised as either a revenue or expense.

Other financial assets include term deposits and those with original maturity dates of three to 12 months are classified as current, whilst term deposits with maturity dates greater than 12 months are classified as non-current.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.1 Financial assets (Cont'd)

(c) Trade and other receivables	2022 $'000	2021 $'000
Current		
Statutory receivables		
Rates debtors	15,703	13,268
Provision for doubtful debts - rates	(715)	(1,000)
Infringement debtors	36,500	45,081
Provision for doubtful debts - parking infringements	(32,186)	(41,274)
Provision for doubtful debts - non-parking infringements	(1,384)	(1,499)
GST recoverable from ATO	1,775	2,291
Non statutory receivables		
Other debtors	4,107	2,287
Provision for doubtful debts - non statutory receivables	(223)	(170)
Total trade and other receivables	**23,578**	**18,984**

Short term receivables are carried at invoice amount. A provision for doubtful debts is recognised when there is objective evidence that an impairment has occurred. Long term receivables are carried at amortised cost using the effective interest rate method.

(d) Ageing of Receivables

The ageing of the Council's trade and other receivables (excluding statutory receivables) that are not impaired was:

Current (not yet due)	3,326	3,122
Past due by up to 30 days	1,115	202
Past due between 31 and 180 days	398	304
Past due between 181 and 365 days	326	129
Past due by more than 1 year	495	652
Total trade and other receivables	**5,659**	**4,408**

(e) Ageing of individually impaired Receivables

At balance date, other debtors representing financial assets with a nominal value of $34.5m (2021: $43.9m) were impaired. The amount of the provision raised against these debtors was $2.2m (2021: $6.1m). They individually have been impaired as a result of their doubtful collection. Many of the long outstanding past due amounts have been lodged with Council's debt collectors or are on payment arrangements.

The ageing of receivables that have been individually determined as impaired at reporting date

Current (not yet due)	332	239
Past due by up to 30 days	178	176
Past due between 31 and 180 days	558	567
Past due between 181 and 365 days	1,684	1,321
Past due by more than 1 year	31,756	41,640
Total trade and other receivables	**34,507**	**43,943**

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.2 Non-financial assets	2022	2021
(a) Inventories	**$'000**	**$'000**
Inventories held for distribution	180	95
Total inventories	**180**	**95**

Inventories held for distribution are measured at cost, adjusted when applicable for any loss of service potential. All other inventories, including land held for sale, are measured at the lower of cost and net realisable value. Where inventories are acquired for no cost or nominal consideration, they are measured at current replacement cost at the date of acquisition.

(b) Other assets		
Prepayments	1,228	1,388
Accrued income	39	14
Total other assets	**1,267**	**1,402**

5.3 Payables, trust funds and deposits and unearned income/revenue		
(a) Trade and other payables		
Current		
Trade payables	7,029	11,230
Superannuation	14	10
Accrued expenses	4,033	4,497
	11,075	**15,737**
Non-current		
Accrued expenses	1,870	2,255
Total trade and other payables	**12,945**	**17,992**
(b) Trust funds and deposits		
Current		
Drainage works deposits	30	30
Leased properties	31	26
Refundable deposits	6,587	5,664
Fire services levy	8,602	6,026
Other refundable deposits	110	108
	15,359	**11,854**
Non-current		
Other liabilities	386	377
Total trust funds and deposits	**15,745**	**12,231**
(c) Unearned income/revenue		
Income in advance	1,329	578
Grants received in advance - operating	3,662	2,521
Grants received in advance - capital	6,004	2,604
Total unearned income	**10,994**	**5,703**

Unearned income/revenue represents contract liabilities and reflect consideration received in advance from customers in respect of leisure services, facility hire, child care and infrastructure reinstatements. Unearned income/revenue are derecognised and recorded as revenue when promised goods and services are transferred to the customer. Refer to Note 3.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.3 Payables (Cont'd)

Amounts received as deposits and retention amounts controlled by Council are recognised as trust funds until they are returned, transferred in accordance with the purpose of the receipt, or forfeited. Trust funds that are forfeited, resulting in council gaining control of the funds, are to be recognised as revenue at the time of forfeit.

Purpose and nature of items

Refundable deposits - deposits are taken by council as a form of surety in a number of circumstances, including in relation to building works, tender deposits, contract deposits and the use of civic facilities.

Fire Service Levy - Council is the collection agent for fire services levy on behalf of the State Government. Council remits amounts received on a quarterly basis. Amounts disclosed here will be remitted to the state government in line with that process.

Retention amounts - Council has a contractual right to retain certain amounts until a contractor has met certain requirements or a related warrant or defect period has elapsed. Subject to the satisfactory completion of the contractual obligations, or the elapsing of time, these amounts will be paid to the relevant contractor in line with Council's contractual obligations.

5.4 Interest-bearing liabilities

	2022 $'000	2021 $'000
Current		
Treasury Corporation of Victoria borrowings - secured	2,922	-
Bank loans - secured	1,349	33,818
	4,271	33,818
Non-current		
Treasury Corporation of Victoria borrowings - secured	28,145	-
Bank loans - secured	6,755	7,385
	34,900	7,385
Total	39,171	41,203

Borrowings are secured by way of mortgages over the general rates of Council.

The maturity profile for Council's borrowings is:		
Not later than one year	4,271	33,818
Later than one year and not later than five years	21,818	5,794
Later than five years	13,082	1,591
	39,171	41,203

Borrowings are initially measured at fair value, being the cost of the interest bearing liabilities, net of transaction costs. The measurement basis subsequent to initial recognition depends on whether the Council has categorised its interest-bearing liabilities as either financial liabilities designated at fair value through the profit and loss, or financial liabilities at amortised cost. Any difference between the initial recognised amount and the redemption value is recognised in net result over the period of the borrowing using the effective interest method.

The classification depends on the nature and purpose of the interest bearing liabilities. The Council determines the classification of its interest bearing liabilities at initial recognition. At present all Council's loans are classified at amortised cost.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.5 Provisions

	Employee
2022	**$'000**
Balance at beginning of the financial year	19,574
Additional provisions	5,901
Amounts used	(5,234)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	(272)
Balance at the end of the financial year	**19,970**
2021	
Balance at beginning of the financial year	16,787
Additional provisions	6,692
Amounts used	(4,032)
Change in the discounted amount arising because of time and the effect of any change in the discount rate	127
Balance at the end of the financial year	**19,574**

	2022	2021
Employee provisions	**$'000**	**$'000**
Current provisions expected to be wholly settled within 12 months		
Annual leave	6,221	6,070
TOIL	101	116
Long service leave	1,265	1,240
	7,587	7,426
Current provisions expected to be wholly settled after 12 months		
Annual leave	2,074	2,024
Long service leave	8,866	8,689
	10,939	10,713
Total current employee provisions	18,527	18,139
Non-current		
Long service leave	1,443	1,435
Total non-current employee provisions	1,443	1,435
Aggregate carrying amount of employee provisions:		
Current	18,527	18,139
Non-current	1,443	1,435
Total aggregate carrying amount of employee	19,970	19,574

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.5 Provisions (Cont'd)

The calculation of employee costs and benefits includes all relevant on-costs and are calculated as follows at reporting date.

Annual leave

A liability for annual leave is recognised in the provision for employee benefits as a current liability because the Council does not have an unconditional right to defer settlement of the liability. Liabilities for annual leave are measured at:
- nominal value if the Council expects to wholly settle the liability within 12 months
- present value if the Council does not expect to wholly settle within 12 months.

Liabilities that are not expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits as current liabilities, measured at the present value of the amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

Long service leave

Liability for long service leave (LSL) is recognised in the provision for employee benefits. Unconditional LSL is disclosed as a current liability as the Council does not have an unconditional right to defer settlement. Unconditional LSL is measured at nominal value if expected to be settled within 12 months or at present value if not expected to be settled within 12 months. Conditional LSL that has been accrued, where an employee is yet to reach a qualifying term of employment, is disclosed as a non-current liability and measured at present value.

Key assumptions:

	2022	2021
Weighted average increase in employee costs	1.75%	1.50%
Weighted average discount rates	3.43%	1.06%
Weighted average settlement period	5 Years	5 Years

5.6 Financing arrangements

The Council has the following funding arrangements in place as at 30 June 2022.

	2022	2021
	$'000	$'000
Bank overdraft	10,000	10,000
Credit card facilities	495	495
Treasury Corporation of Victoria facilities	31,067	-
Bank loan facilities	8,104	41,203
Total facilities	49,666	51,698
Used facilities	(39,303)	(41,318)
Unused facilities	10,363	10,380

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.7 Commitments

The Council has entered into the following commitments. Commitments are not recognised in the Balance Sheet. Commitments are disclosed at their nominal value and presented inclusive of the GST payable.

(a) Commitments for expenditure

2022

	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	$'000	$'000	$'000	$'000	$'000
Operating					
Street cleaning services	3,270	-	-	-	3,270
Garbage collection and recycling	7,756	136	69	-	7,961
Open space management	2,105	1,288	2,692	-	6,084
Information systems & technology	5,126	1,731	167	75	7,100
Cleaning contracts for Council buildings	1,582	-	-	-	1,582
Animal pound services	70	70	210	-	350
Drainage maintenance	201	207	323	-	732
Total	20,111	3,432	3,462	75	27,079
Capital					
Buildings	2,386	-	-	-	2,386
Total	22,497	3,432	3,462	75	29,465

2021

	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	$'000	$'000	$'000	$'000	$'000
Operating					
Street cleaning services	3,215	3,270	-	-	6,485
Garbage collection and recycling	3,113	3,185	-	-	6,298
Open space management	1,517	-	-	-	1,517
Information systems & technology	2,554	-	-	-	2,554
Cleaning contracts for Council buildings	1,633	1,064	-	-	2,697
Insurances	1,321	-	-	-	1,321
Total	13,353	7,519	-	-	20,872
Capital					
Buildings	5,684	-	-	-	5,684
Total	19,037	7,519	-	-	26,556

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

(b) Operating lease receivables

The Council has entered into commercial property leases of freehold office complexes. These properties held under operating leases have remaining non-cancellable lease terms of between 1 and 10 years. All leases include a CPI based revision of the rental charge annually.

Future undiscounted minimum rentals receivable under non-cancellable operating leases are as follows:

	2022	2021
	$'000	$'000
Not later than one year	388	614
Later than one year and not later than five years	954	724
Later than five years	117	363
	1,459	1,701

5.8 Leases

At inception of a contract, all entities would assess whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To identify whether a contract conveys the right to control the use of an identified asset, it is necessary to assess whether:
- The contract involves the use of an identified asset;
- The customer has the right to obtain substantially all of the economic benefits from use of the asset throughout the period of use; and
- The customer has the right to direct the use of the asset.

This policy is applied to contracts entered into, or changed, on or after 1 July 2019.
As a lessee, Council recognises a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost which comprises the initial amount of the lease liability adjusted for:
- any lease payments made at or before the commencement date less any lease incentives received; plus
- any initial direct costs incurred; and
- an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. The estimated useful lives of right-of-use assets are determined on the same basis as those of property, plant and equipment. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain measurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, an appropriate incremental borrowing rate. Generally, Council uses an appropriate incremental borrowing rate as the discount rate.

Lease payments included in the measurement of the lease liability comprise the following:
- Fixed payments
- Variable lease payments that depend on an index or a rate, initially measured using the index or rate as at the commencement date;
- Amounts expected to be payable under a residual value guarantee; and
- The exercise price under a purchase option that Council is reasonably certain to exercise, lease payments in an optional renewal period if Council is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless Council is reasonably certain not to terminate early.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 5 Our financial position (Cont'd)

5.8 Leases (Cont'd)

Right-of-Use Assets	Plant and equipment	Total
	$'000	$'000
Balance at 30 June 2021	2,374	2,374
Additions	226	226
Amortisation charge	(1,263)	(1,263)
Balance at 30 June 2022	1,337	1,337
Balance at 1 July 2020	2,307	2,307
Additions	1,227	1,227
Amortisation charge	(1,160)	(1,160)
Balance at 30 June 2021	2,374	2,374

Lease Liabilities	2022	2021
Maturity analysis - contractual undiscounted cash flows	$'000	$'000
Less than one year	1,307	1,296
One to five years	203	1,417
More than five years	-	-
Total undiscounted lease liabilities as at 30 June:	1,510	2,713
Lease liabilities included in the Balance Sheet at 30 June:		
Current	1,260	1,165
Non-current	200	1,347
Total lease liabilities	1,460	2,512

Short-term and low value leases

Council has elected not to recognise right-of-use assets and lease liabilities for short-term leases of machinery that have a lease term of 12 months or less and leases of low-value assets (individual assets worth less than existing capitalisation thresholds for a like asset up to a maximum of AUD$10,000), including IT equipment. Council recognises the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

	2022	2021
Expenses relating to:	$'000	$'000
Leases of low value assets	-	3
Total	-	3

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage

6.1 Property, infrastructure, plant and equipment

Summary of property, infrastructure, plant and equipment

	At Fair Value 30 June 2021	Additions	Contributions	Revaluation	Depreciation	Disposal	Write-off	Transfers	At Fair Value 30 June 2022
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
Property	1,209,296	6,324	-	48,865	(2,860)	(239)	(1,066)	2,219	**1,262,539**
Plant and equipment	38,510	4,597	-	-	(6,403)	-	-	646	**37,350**
Infrastructure	772,057	12,640	-	(40,743)	(14,697)	-	(64)	128	**729,322**
Work in progress	5,808	10,073	-	-	-	-	(501)	(2,993)	**12,387**
	2,025,671	**33,635**	**-**	**8,122**	**(23,960)**	**(239)**	**(1,631)**	**-**	**2,041,598**

Summary of Work in Progress	Opening WIP	Additions	Write-off	Transfers	Closing WIP
	$'000	$'000	$'000	$'000	$'000
Property	3,550	7,040	(304)	(2,049)	**8,237**
Plant and equipment	1,281	2,037	-	(605)	**2,713**
Infrastructure	977	996	(197)	(339)	**1,437**
Total	**5,808**	**10,073**	**(501)**	**(2,993)**	**12,387**

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.1 Property, infrastructure, plant and equipment (Cont'd)

(a) Property

	Land - specialised	Land - non specialised	Land improvements	Total Land & Land Improvements	Heritage buildings	Buildings - specialised	Buildings - non-specialised	Building improvements	Leasehold improvements	Total Buildings	Work In Progress	Total Property
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
At fair value 30 June 2021	817,897	185,421	12,180	1,015,498	-	287,825	728	-	-	288,553	3,550	1,307,601
Accumulated depreciation at 30 June 2021	-	-	-	-	-	(94,111)	(644)	-	-	(94,755)	-	(94,755)
	817,897	185,421	12,180	1,015,498	-	193,714	84	-	-	193,798	3,550	1,212,846
Movements in fair value												
Additions	-	-	360	360	-	5,964	-	-	-	5,964	7,040	13,365
Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Revaluation	39,105	(4,190)	-	34,915	-	26,369	(71)	-	-	26,298	-	61,213
Disposal	-	-	-	-	-	(511)	-	-	-	(511)	-	(511)
Write-off	-	-	-	-	-	(1,066)	-	-	-	(1,066)	(304)	(1,370)
Transfers	-	-	7	7	-	2,215	-	-	-	2,215	(2,049)	172
	39,105	(4,190)	367	35,282	-	32,972	(71)	-	-	32,901	4,687	72,869
Movements in accumulated depreciation												
Depreciation and amortisation	-	-	-	-	-	(2,853)	(7)	-	-	(2,860)	-	(2,860)
Accumulated depreciation of disposals	-	-	-	-	-	271	-	-	-	271	-	271
Accumulated depreciation of revaluations	-	-	-	-	-	(12,408)	60	-	-	(12,348)	-	(12,348)
Transfers	-	-	-	-	-	(2)	-	-	-	(2)	-	(2)
	-	-	-	-	-	(14,992)	53	-	-	(14,939)	-	(14,939)
At fair value 30 June 2022	857,002	181,231	12,547	1,050,780	-	320,797	657	-	-	321,454	8,237	1,380,470
Accumulated depreciation at 30 June 2022	-	-	-	-	-	(109,103)	(591)	-	-	(109,694)	-	(109,694)
	857,002	181,231	12,547	1,050,780	-	211,694	66	-	-	211,760	8,237	1,270,776

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.1 Property, infrastructure, plant and equipment (Cont'd)

(b) Plant and Equipment

	Heritage plant and equipment	Motor Vehicles	Plant, machinery and equipment	Irrigation and sprinkler systems	Street furniture	Parks and gardens furniture and equipment	Playground equipment	Fencing	Mobile garbage bins/recycling crates	Computers and Mobile Phones	Office furniture and equipment	Library books	Work In Progress	Total plant and equipment
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
At fair value 30 June 2021	4,943	7,620	8,211	4,130	18,994	18,348	3,676	2,392	3,143	23,721	12,618	9,938	1,281	119,016
Accumulated depreciation at 30 June 2021	(405)	(4,000)	(6,466)	(2,022)	(13,701)	(8,018)	(1,642)	(2,003)	(2,689)	(19,859)	(10,824)	(7,596)	-	(79,225)
	4,538	3,620	1,745	2,108	5,293	10,330	2,034	389	454	3,862	1,794	2,342	1,281	39,791
Movements in fair value														
Additions	28	931	205	62	690	1,219	-	35	-	574	219	635	2,037	6,634
Disposal	-	(266)	-	-	-	-	-	-	-	-	-	-	-	(266)
Transfers	3	(336)	282	0	210	186	-	-	-	297	-	-	(605)	38
	31	329	487	63	900	1,405	-	35	-	871	219	635	1,432	6,406
Movements in accumulated depreciation														
Depreciation and amortisation	(49)	(980)	(552)	(259)	(540)	(633)	(309)	(55)	(88)	(1,807)	(374)	(757)	-	(6,403)
Accumulated depreciation of disposals	-	266	-	-	-	-	-	-	-	-	-	-	-	266
Transfers	-	30	(28)	-	-	-	-	-	-	-	-	-	-	2
	(49)	(684)	(580)	(259)	(540)	(633)	(309)	(55)	(88)	(1,807)	(374)	(757)	-	(6,134)
At fair value 30 June 2022	4,974	7,949	8,698	4,193	19,894	19,753	3,676	2,427	3,143	24,592	12,837	10,573	2,713	125,422
Accumulated depreciation at 30 June 2022	(454)	(4,684)	(7,046)	(2,281)	(14,241)	(8,651)	(1,951)	(2,058)	(2,777)	(21,666)	(11,198)	(8,353)	-	(85,359)
	4,520	**3,265**	**1,652**	**1,912**	**5,653**	**11,102**	**1,725**	**369**	**366**	**2,926**	**1,639**	**2,220**	**2,713**	**40,063**

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.1 Property, infrastructure, plant and equipment (Cont'd)

(c) Infrastructure

	Roads	Footpaths and cycleways	Drainage	Kerb and channel	Bridges	Lanes	Trees and Tree Infrastructure	Work In Progress	Total Infrastructure
	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000
At fair value 30 June 2021	440,245	150,914	150,633	146,222	5,358	93,937	7,318	977	995,605
Accumulated depreciation at 30 June 2021	(86,002)	(24,970)	(62,464)	(28,457)	(2,698)	(17,979)	-	-	(222,571)
	354,243	125,944	88,169	117,765	2,660	75,958	7,318	977	773,034
Movements in fair value									
Additions	3,396	2,257	3,580	2,602	-	806	-	996	13,636
Revaluation	(9,411)	3,202	(5,113)	(15,112)	-	13,903	-	-	(13,531)
Write-off	(64)	-	-	-	-	-	-	(197)	(261)
Transfers	-	-	128	-	-	-	-	(339)	(210)
	(6,079)	5,459	(2,405)	(12,510)	-	14,709	-	460	(366)
Movements in accumulated depreciation									
Depreciation and amortisation	(5,902)	(3,226)	(1,243)	(2,918)	(44)	(1,364)	-	-	(14,697)
Accumulated depreciation of revaluations	28,955	(45,651)	4,676	(14,375)	-	(817)	-	-	(27,212)
	23,053	(48,877)	3,433	(17,293)	(44)	(2,181)	-	-	(41,909)
At fair value 30 June 2022	434,166	156,373	148,228	133,712	5,358	108,646	7,318	1,437	995,239
Accumulated depreciation at 30 June 2022	(62,949)	(73,847)	(59,031)	(45,750)	(2,742)	(20,160)	-	-	(264,480)
	371,217	**82,526**	**89,197**	**87,962**	**2,616**	**88,486**	**7,318**	**1,437**	**730,759**

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.1 Property, infrastructure, plant and equipment (Cont'd)

Acquisition

The purchase method of accounting is used for all acquisitions of assets, being the fair value of assets provided as consideration at the date of acquisition plus any incidental costs attributable to the acquisition. Fair value is the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date.

Where assets are constructed by Council, cost includes all materials used in construction, direct labour, borrowing costs incurred during construction, and an appropriate share of directly attributable variable and fixed overheads.

In accordance with Council's policy, the threshold limits have applied when recognising assets within an applicable asset class and unless otherwise stated are consistent with the prior year.

	Depreciation Period	Threshold Limit
Asset recognition thresholds and depreciation periods		$'000
Land & land improvements		
land	Nil	Nil
land improvements	Nil	10
Buildings		
buildings	100 years	10
building leasehold improvements	100 years	10
Plant and Equipment		
heritage plant and equipment	100 years	Nil
plant, machinery and equipment	6 - 10 years	5
furniture, equipment & computers	3 - 14 years	5
library books	6 - 7 years	5
library audio and visual	4 years	Nil
mobile garbage bins/recycling crates	10 years	5
motor vehicles	5 - 10 years	5
Infrastructure		
roads - substructure	120 years	50
roads - seal	20 years	15
footpaths - substructure	75 years	25
footpaths - seal	30 years	15
kerb & channel	50 years	25
drains	120 years	25
bridges	120 years	25
lanes - substructure	120 years	50
lanes- seal	50 years	15
irrigation & sprinkler systems	10 years	5
street furniture	10 - 20 years	5
parks & gardens furniture & equipment	10 - 20 years	5
playground equipment	10 - 20 years	5

Land under roads

Council recognises land under roads it controls at fair value.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.1 Property, infrastructure, plant and equipment (Cont'd)

Depreciation and amortisation

Buildings, land improvements, plant and equipment, infrastructure, and other assets having limited useful lives are systematically depreciated over their useful lives to the Council in a manner which reflects consumption of the service potential embodied in those assets. Estimates of remaining useful lives and residual values are made on a regular basis with major asset classes reassessed annually. Depreciation rates and methods are reviewed annually.

Where assets have separate identifiable components that are subject to regular replacement, these components are assigned distinct useful lives and residual values and a separate depreciation rate is determined for each component.

Road earthworks are not depreciated on the basis that they are assessed as not having a limited useful life.

Straight line depreciation is charged based on the residual useful life as determined each year.

Depreciation periods used are listed above and are consistent with the prior year unless otherwise stated.

Repairs and maintenance

Where the repair relates to the replacement of a component of an asset and the cost exceeds the capitalisation threshold the cost is capitalised and depreciated. The carrying value of the replaced asset is expensed.

Leasehold improvements

Leasehold improvements are recognised at cost and are amortised over the unexpired period of the lease or the estimated useful life of the improvement, whichever is the shorter. At balance date, leasehold improvements are amortised over a 40 to 100 year period.

Valuation of land and buildings

Valuations of land and buildings were undertaken by a qualified independent valuer, Westlink Consulting. The valuation of land and buildings is at fair value, being market value based on highest and best use permitted by relevant land planning provisions. Where land use is restricted through existing planning provisions the valuation is reduced to reflect this limitation. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Specialised land is valued at fair value using site values adjusted for englobo (undeveloped and/or unserviced) characteristics, access rights and private interests of other parties and entitlements of infrastructure assets and services. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Any significant movements in the unobservable inputs for land and land under roads will have a significant impact on the fair value of these assets.

The date of the current valuation is detailed in the following table.

Details of the Council's land and buildings and information about the fair value hierarchy as at 30 June 2022 are as follows:

	Level 1 $'000	Level 2 $'000	Level 3 $'000	Date of Valuation
Land - Non specialised	-	181,231	-	June 2022
Land - Specialised	-	-	857,002	June 2022
Buildings - Specialised	-	66	211,694	June 2022
Total	-	181,297	1,068,696	

COVID-19 impact on valuations

The COVID-19 pandemic impact on the fundamental valuation inputs was monitored throughout 2021/22. Land and buildings and infrastructure assets were independently revalued for the financial year ended 30 June 2022. Council believes assets were largely unaffected by the COVD-19 pandemic. Council believes that the valuations as disclosed in these financial statements are a true reflection of fair value as at 30 June 2022.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.1 Property, infrastructure, plant and equipment (Cont'd)

Valuation of infrastructure

Valuation of infrastructure assets - Roads, Footpaths, Lanes, Kerb and Channel - was undertaken by the Senior Coordinator Asset Management and Capital Works, BSc. MConstMgt. The valuations are at replacement costs less accumulated depreciation and were first applied as at 30 June 2022.

The date of the current valuation is detailed in the following table.

The valuation is at fair value based on replacement cost less accumulated depreciation as at the date of valuation.

Details of the Council's infrastructure and information about the fair value hierarchy as at 30 June 2022 are as follows:

	Level 1 $'000	Level 2 $'000	Level 3 $'000	Date of Valuation
Roads	-	-	371,217	June 2022
Bridges	-	-	2,616	June 2018
Footpaths, Lanes and Kerb and Channel	-	-	258,974	June 2022
Drainage	-	-	89,197	June 2022
Trees	-	-	7,318	June 2004
Total	-	-	729,322	

Description of significant unobservable inputs into level 3 valuations

Specialised land and land under roads is valued using a market based direct comparison technique. Significant unobservable inputs include the extent and impact of restriction of use and the market cost of land per square metre. The extent and impact of restrictions on use varies and results in a reduction to surrounding land values between 20% and 95%. The market value of land varies significantly depending on the location of the land and the current market conditions. Currently land values range between $1 and $3,000 per square metre.

Specialised buildings are valued using a depreciated replacement cost technique. Significant unobservable inputs include the current replacement cost and remaining useful lives of buildings. Current replacement costs is calculated on a square metre basis and ranges from $300 to $5,000 per square metre. The remaining useful lives of buildings are determined on the basis of the current condition of buildings and vary from 20 years to 150 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of buildings are sensitive to changes in expectations or requirements that could either shorten or extend the useful lives of buildings.

Infrastructure assets are valued based on the depreciated replacement cost. Significant unobservable inputs include the current replacement cost and remaining useful lives of infrastructure. The remaining useful lives of infrastructure assets are determined on the basis of the current condition of the asset and vary from 20 years to 120 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of infrastructure are sensitive to changes in use, expectations or requirements that could either shorten or extend the useful lives of infrastructure assets.

	2022 $'000	2021 $'000
Reconciliation of specialised land		
Land under roads	283,787	283,787
Parks and reserves	573,215	534,110
Total specialised land	857,002	817,897

Notes to the Financial Report for the Year Ended 30 June 2022

Note 6 Assets we manage (Cont'd)

6.2 Investments in joint arrangements	2022 $'000	2021 $'000
Municipal Association Purchasing Scheme (Procurement Australia)	5	5
Total investments	5	5

Notes to the Financial Report for the Year Ended 30 June 2022

Note 7 People and relationships

7.1 Council and key management remuneration

(a) Related Parties

Parent entity

Yarra City Council is the parent entity.

Subsidiaries and Associates

Interests in subsidiaries and associates are detailed in Note 6.2.

(b) Key Management Personnel

Details of persons holding the position of Councillor or other members of key management personnel at any time during the year are:

Councillors

Cr Sophie Wade	1 July 2021 – 25 November 2021
Cr Sophie Wade (Mayor)	26 November 2021 – 30 June 2022
Cr Gabrielle de Vietri (Mayor)	1 July 2021 – 25 November 2021
Cr Gabrielle de Vietri	26 November 2021 – 30 June 2022
Cr Edward Crossland	1 July 2021 – 25 November 2021
Cr Edward Crossland (Deputy Mayor)	26 November 2021 – 30 June 2022
Cr Claudia Nguyen (Deputy Mayor)	1 July 2021 – 25 November 2021
Cr Claudia Nguyen	26 November 2021 – 30 June 2022
Cr Amanda Stone	1 July 2021 – 30 June 2022
Cr Anab Mohamud	1 July 2021 – 30 June 2022
Cr Bridgid O'Brien	1 July 2021 – 30 June 2022
Cr Herschel Landes	1 July 2021 – 30 June 2022
Cr Stephen Jolly	1 July 2021 – 30 June 2022

Chief Executive Officer & other Key Management Personnel

Chief Executive Officer
Director Corporate, Business & Finance
Director City Works & Assets
Director Community Wellbeing
Director, Planning & Placemaking
Group Manager, CEO's Office
Group Manager, People and Culture
Group Manager Advocacy and Engagement

	2022 No.	2021 No.
Total Number of Councillors	9	15
Total of Chief Executive Officer and other Key Management Personnel	8	8
Total Number of Key Management Personnel	17	23

(c) Remuneration of Key Management Personnel

Total remuneration of key management personnel was as follows:	$'000	$'000
Short-term benefits	2,448	2,355
Long-term benefits	55	49
Post-employment benefits	194	179
Total	2,697	2,583

Notes to the Financial Report for the Year Ended 30 June 2022

Note 7 People and relationships (Cont'd)

7.1 Council and key management remuneration (Cont'd)

The numbers of key management personnel whose total remuneration from Council,and any related entities, fall within the following bands:	2022	2021
	No.	No.
$1 - $9,999	-	5
$10,000 - $19,999	-	5
$20,000 - $29,999	1	4
$30,000 - $39,999	5	-
$40,000 - $49,999	1	-
$50,000 - $59,999	1	1
$80,000 - $89,999	1	-
$180,000 - $189,999	-	1
$200,000 - $209,999	-	1
$210,000 - $219,999	3	1
$240,000 - $249,999	-	1
$250,000 - $259,999	1	-
$270,000 - $279,999	-	1
$280,000 - $289,999	3	2
$360,000 - $369,999	-	1
$380,000 - $389,999	1	-
	17	23

Key management personnel (KMP) include the Councillors, the CEO and the Executive Management Team.

(d) Senior Officer Remuneration

A Senior Officer is an officer of Council, other than Key Management Personnel, who:
a) has management responsibilities and reports directly to the Chief Executive; or
b) whose total annual remuneration exceeds $151,000

The number of Senior Officers are shown below in their relevant income bands:

Income Range:	2022 No.	2021 No.
$151,000 - $159,999	12	6
$160,000 - $169,999	12	13
$170,000 - $179,999	8	9
$180,000 - $189,999	8	3
$190,000 - $199,999	4	3
$200,000 - $209,999	1	-
$220,000 - $229,999	-	1
	45	35

Total Remuneration for the reporting year for Senior Officers included above, amounted to:	7,967	6,136

The reported number and remuneration for Senior Officers includes remuneration entitlements paid to officers on leaving Council or acting arrangements. As such, the above table is not an accurate reflection of officers employed by Council at such salary levels on an ongoing basis.

With the total annual remuneration threshold remaining at $151,000, staff who were below this threshold in prior years are now shown in this note and this contributes to the increase in the number of Senior Officers and the total remuneration reported.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 7 People and relationships (Cont'd)

7.2 Related party disclosure

(a) Transactions with related parties

A $1,000 community grant was provided to a community group by Council and paid to a related party during the 2021/22 financial year. The grant application was assessed and acquitted in line with Council's approved grants process.

During the period Council did not enter into any other transactions with related parties.

(b) Outstanding balances with related parties

The were no balances outstanding at the end of the reporting period in relation to transactions with related parties.

(c) Loans to/from related parties

There were no loans in existence at balance date that have been made, guaranteed or secured by the council to a related party.

(d) Commitments to/from related parties

There were no commitments in existence at balance date that have been made, guaranteed or secured by the council to a related party.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 8 Managing uncertainties

8.1 Contingent assets and liabilities

Contingent assets and contingent liabilities are not recognised in the Balance Sheet, but are disclosed and if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable, respectively.

(a) Contingent assets

Contingent assets are possible assets that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council. At balance date the Council are not aware of any contingent assets.

(b) Contingent liabilities

Contingent liabilities are:
- possible obligations that arise from past events, whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council; or
- present obligations that arise from past events but are not recognised because it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation; or the amount of the obligation cannot be measured with sufficient reliability.

(i) arising from Public Liability

As a local authority Council manages parks, reserves, roads, and other land holdings and, as a result, receive potential claims arising from incidents which occur on land managed by Council. There are a number of outstanding claims against Council in this regard. Council carries $600 million of public liability insurance and an excess of $50,000 on this policy in 2021/22. Therefore, the maximum liability of Council in any single claim is the extent of its excess. The primary insurer is LMI Insurance. There are no claims of which Council is aware which would fall outside the terms of Council's policy.

(ii) arising from Professional Indemnity

As a local authority with statutory regulatory responsibilities, including the responsibility of issuing permits and approvals, Council receives potential claims for damages arising from actions of Council or its officers. Council carries $600 million of professional indemnity insurance and an excess of $50,000 on this policy in 2021/22. Therefore, the maximum liability of Council in any single claim is the extent of its excess. The primary insurer is LMI Insurance. There are no instances or claims of which Council is aware which would fall outside the terms of Council's policy.

(iii) Superannuation

Council has obligations under a defined benefit superannuation scheme that may result in the need to make additional contributions to the scheme, matters relating to this potential obligation are outlined below. As a result of the volatility in financial markets the likelihood of making such contributions in future periods exists.

Future superannuation contributions

In addition to the disclosed contributions, Council has not paid unfunded liability payments to Vision Super during 2021/22. There were no contributions outstanding and no loans issued from or to the above schemes as at 30 June 2022. At this point in time it is not known if additional contributions will be required, the timing or potential amount. The expected contributions to be paid to the Defined Benefit category of Vision Super for the year ending 30 June 2023 are $0.32 million.

Note 8 Managing uncertainties (Cont'd)

8.2 Change in accounting standards

Certain new Australian Accounting Standards and interpretations have been published that are not mandatory for the 30 June 2022 reporting period. Council assesses the impact of these new standards. As at 30 June 2022 there were no new accounting standards or interpretations issued by the AASB which are applicable for the year ending 30 June 2023 that are expected to impact Council.

8.3 Financial instruments

(a) Objectives and policies

The Council's principal financial instruments comprise cash assets, term deposits, receivables (excluding statutory receivables), payables (excluding statutory payables) bank and Treasury Corporation Victoria borrowings. Details of the significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument is disclosed in the notes of the financial statements. Risk management is carried out by senior management under policies approved by the Council. These policies include identification and analysis of the risk exposure to Council and appropriate procedures, controls and risk minimisation.

(b) Market risk

Market risk is the risk that the fair value or future cash flows of council financial instruments will fluctuate because of changes in market prices. The Council's exposure to market risk is primarily through interest rate risk with only insignificant exposure to other price risks and no exposure to foreign currency risk.

Interest rate risk

Interest rate risk refers to the risk that the value of a financial instrument or cash flows associated with the instrument will fluctuate due to changes in market interest rates. Council does not hold any interest bearing financial instruments that are measured at fair value, and therefore has no exposure to fair value interest rate risk. Cash flow interest rate risk is the risk that the future cash flows of a financial instrument will fluctuate because of changes in market interest rates. Council has minimal exposure to cash flow interest rate risk through its cash and deposits that are at floating rates.

Investment of surplus funds is made with approved financial institutions under the *Local Government Act 2020*. Council manages interest rate risk by adopting an investment policy that ensures:

- diversification of investment product;
- monitoring of return on investment; and
- benchmarking of returns and comparison with budget.

There has been no significant change in the Council's exposure, or its objectives, policies and processes for managing interest rate risk or the methods used to measure this risk from the previous reporting period.

Interest rate movements have not been sufficiently significant during the year to have an impact on the Council's year end result.

(c) Credit risk

Credit risk is the risk that a contracting entity will not complete its obligations under a financial instrument and cause Council to make a financial loss. Council have exposure to credit risk on some financial assets included in the balance sheet. Particularly some areas of credit risk exist in relation to outstanding fees and fines. To help manage risk associated with fees, Council utlises agreements and where appropriate seeks collateral.

Council invest surplus funds with financial institutions. To help manage risks associated with investments, Council only invests in financial institutions with recognised credit rating as specified in Council's investment policy.

Note 8 Managing uncertainties (Cont'd)

8.3 Financial instruments (Cont'd)

Receivables consist of a large number of customers, spread across the ratepayer, business and government sectors. Credit risk associated with the council's financial assets is minimal because the main debtor is secured by a charge over the rateable property. Council recognises a level of risk associated with parking infringement debtors.

There are no material financial assets which are individually determined to be impaired.

Council may also be subject to credit risk for transactions which are not included in the balance sheet, such as when Council provide a guarantee for another party. Details of our contingent liabilities are disclosed in Note 8.1(b).

The maximum exposure to credit risk at the reporting date to recognised financial assets is the carrying amount, net of any provisions for impairment of those assets, as disclosed in the balance sheet and notes to the financial statements. Council does not hold any collateral.

(d) Liquidity risk

Liquidity risk includes the risk that, as a result of council's operational liquidity requirements it will not have sufficient funds to settle a transaction when required or will be forced to sell a financial asset at below value or may be unable to settle or recover a financial asset.

To help reduce these risks Council:

- have a liquidity policy which targets a minimum and average level of cash and cash equivalents to be maintained;
- have readily accessible standby facilities and other funding arrangements in place;
- have a liquidity portfolio structure that requires surplus funds to be invested within various bands of liquid instruments;
- monitor budget to actual performance on a regular basis; and
- set limits on borrowings relating to the percentage of loans to rate revenue and percentage of loan principal repayments to rate revenue.

The Council's maximum exposure to liquidity risk is the carrying amounts of financial liabilities as disclosed on the face of the balance sheet, and is deemed insignificant based on prior periods' data and current assessment of risk.

There has been no significant change in Council's exposure, or its objectives, policies and processes for managing liquidity risk or the methods used to measure this risk from the previous reporting period.

With the exception of borrowings, all financial liabilities are expected to be settled within normal terms of trade. Details of the maturity profile for borrowings are disclosed at Note 5.4.

Unless otherwise stated, the carrying amounts of financial instruments reflect their fair value.

(e) Sensitivity disclosure analysis

Taking into account past performance, future expectations, economic forecasts, and management's knowledge and experience of the financial markets, Council believes the following movements are 'reasonably possible' over the next 12 months:

- A parallel shift of 1.0% and 2.0% in market interest rates (AUD) from year-end rates.

These movements will not have a material impact on the valuation of Council's financial assets and liabilities, nor will they have a material impact on the results of Council's operations.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 8 Managing uncertainties (Cont'd)

8.4 Fair value measurement

Fair value hierarchy

Council's financial assets and liabilities are not valued in accordance with the fair value hierarchy, Council's financial assets and liabilities are measured at amortised cost.

Council measures certain assets and liabilities at fair value where required or permitted by Australian Accounting Standards. *AASB 13 Fair value measurement*, aims to improve consistency and reduce complexity by providing a definition of fair value and a single source of fair value measurement and disclosure requirements for use across Australian Accounting Standards.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within a fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities
Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable; and
Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For the purpose of fair value disclosures, Council has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above.

In addition, Council determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

Revaluation

Subsequent to the initial recognition of assets, non-current physical assets, other than plant and equipment, are measured at their fair value, being the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. At balance date, the Council reviewed the carrying value of the individual classes of assets measured at fair value to ensure that each asset materially approximated its fair value. Where the carrying value materially differed from the fair value at balance date, the class of asset was revalued.

Fair value valuations are determined in accordance with a valuation hierarchy. Changes to the valuation hierarchy will only occur if an external change in the restrictions or limitations of use of an asset result in changes to the permissible or practical highest and best use of the asset. In addition, Council undertakes a formal revaluation of land, buildings, and infrastructure assets on a regular basis ranging from 1 to 5 years. The valuation is performed either by experienced council officers or independent experts.
Where the assets are revalued, the revaluation increments are credited directly to the asset revaluation reserve except to the extent that an increment reverses a prior year decrement for that class of asset that had been recognised as an expense in which case the increment is recognised as revenue up to the amount of the expense. Revaluation decrements are recognised as an expense except where prior increments are included in the asset revaluation reserve for that class of asset in which case the decrement is taken to the reserve to the extent of the remaining increments. Within the same class of assets, revaluation increments and decrements within the year are offset.

Impairment of assets

At each reporting date, the Council reviews the carrying value of its assets to determine whether there is any indication that these assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the assets carrying value. Any excess of the assets carrying value over its recoverable amount is expensed to the comprehensive income statement, unless the asset is carried at the revalued amount in which case, the impairment loss is recognised directly against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

8.5 Events occurring after balance date

No matters have occurred after balance date that require disclosure in the financial report.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 9 Other matters

9.1 Reserves (a) Asset revaluation reserves	Balance at beginning of reporting period $'000	Increment (decrement) $'000	Balance at end of reporting period $'000
2022			
Property			
Land	808,639	34,915	843,554
Buildings	28,892	13,950	42,842
Heritage buildings	2,860	-	2,860
	840,391	48,865	889,256
Infrastructure			
Road Substructure	202,446	27,464	229,910
Road Seal	9,850	(7,920)	1,930
Footpaths Substructure	61,444	(25,491)	35,952
Footpaths Seal	37,259	(16,958)	20,301
Drains	31,063	(1,437)	29,626
Bridges	1,000	-	1,000
Lane Substructure	23,266	(513)	22,754
Lane Seal	45,272	13,599	58,870
Kerb and channel	110,560	(29,487)	81,073
Open space	27	-	27
Trees	13	-	13
Art, Heritage and Culture	44	-	44
	522,244	(40,743)	481,501
Total asset revaluation reserves	**1,362,635**	**8,122**	**1,370,757**
2021			
Property			
Land	716,321	92,318	808,639
Buildings	28,892	-	28,892
Heritage buildings	2,860	-	2,860
	748,073	92,318	840,391
Infrastructure			
Road Substructure	202,446	-	202,446
Road Seal	9,850	-	9,850
Footpaths Substructure	61,444	-	61,444
Footpaths Seal	37,259	-	37,259
Drains	31,063	-	31,063
Bridges	1,000	-	1,000
Lane Substructure	23,266	-	23,266
Lane Seal	45,272	-	45,272
Kerb and channel	110,560	-	110,560
Open space	27	-	27
Trees	13	-	13
Art, Heritage and Culture	44	-	44
	522,244	-	522,244
Total asset revaluation reserves	**1,270,317**	**92,318**	**1,362,635**

The asset revaluation reserve is used to record the increased (net) value of Council's assets over time.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 9 Other matters (Cont'd)

9.1 Reserves (Cont'd)

	Balance at beginning of reporting period $'000	Transfer from accumulated surplus $'000	Transfer to accumulated surplus $'000	Balance at end of reporting period $'000
(b) Other reserves				
2022				
Statutory Reserves				
Public Open Space Reserve (i)	18,871	4,817	(1,095)	22,592
Parking (ii)	79	-	-	79
Total Statutory Reserves	18,950	4,817	(1,095)	22,671
Total Other reserves	**18,950**	**4,817**	**(1,095)**	**22,671**
2021				
Statutory Reserves				
Public Open Space Reserve (i)	14,766	4,239	(134)	18,871
Parking (ii)	79	-	-	79
Total Statutory Reserves	14,845	4,239	(134)	18,950
Total Other reserves	**14,845**	**4,239**	**(134)**	**18,950**

(i) Public Open Space Reserve to contributions received as Public Open Space Levies pursuant to the provisions of Section 18 of the *Subdivision Act 1988*. The reserve will be used to fund eligible open space capital works projects. In 2021/22 the following projects and amounts were acquitted from the Public Open Space Reserve:

	$'000
Stephenson Reserve	333
Citizens Park	254
Gwynne Street	223
Reid Street	137
Cairns Reserve	100
Implement Open Space Strategy	32
Batman Street	8
Alphington Park	8
Total	**1,095**

(ii) Parking reserve relates to contributions received in lieu of the provision of parking spaces required for property developments. This reserve will be used in the provision of additional car parking spaces as required.

Notes to the Financial Report for the Year Ended 30 June 2022

Note 9 Other matters (Cont'd)

9.2 Reconciliation of cash flows from operating activities to surplus/(deficit)	2022 $'000	2021 $'000
Surplus/(deficit) for the year	1,113	(10,126)
Depreciation	23,960	23,044
Amortisation	1,263	1,160
Finance costs	1,310	2,042
(Profit)/Loss on disposal of non-current assets (refer to Note 3.6)	1,068	(2,994)
Write-offs of property, plant & equipment	-	31
Change in assets and liabilities:		
(Increase)/decrease in trade and other receivables	(4,593)	2,637
(Increase)/decrease in other assets	135	(307)
Increase/(decrease) in trade and other payables	245	2,981
Increase/(decrease) in trust funds	3,505	(136)
Increase/(decrease) in other liabilities	9	3
(Increase)/decrease in inventories	(85)	70
Increase in provisions	395	2,787
Net cash provided by operating activities	28,325	21,191

9.3 Superannuation

Council makes the majority of its employer superannuation contributions in respect of its employees to the Local Authorities Superannuation Fund (the Fund). This Fund has two categories of membership, accumulation and defined benefit, each of which is funded differently.

Accumulation

The Fund's accumulation category, Vision MySuper/Vision Super Saver, receives both employer and employee contributions on a progressive basis. Employer contributions are normally based on a fixed percentage of employee earnings (for the year ended 30 June 2022, this was 10.0% as required under Superannuation Guarantee (SG) legislation (2021: 9.5%)).

Obligations for contributions to the Fund are recognised as an expense in the Comprehensive Operating Statement when they are made or due.

Defined Benefit

Council does not use defined benefit accounting for its defined benefit obligations under the Fund's Defined Benefit category. This is because the Fund's Defined Benefit category is a pooled multi-employer sponsored plan.

There is no proportional split of the defined benefit liabilities, assets or costs between the participating employers as the defined benefit obligation is a floating obligation between the participating employers and the only time that the aggregate obligation is allocated to specific employers is when a call is made. As a result, the level of participation of Yarra City Council in the Fund cannot be measured as a percentage compared with other participating employers. Therefore, the Fund Actuary is unable to allocate benefit liabilities, assets and costs between employers for the purposes of AASB 119.

Note 9 Other matters (Cont'd)

9.3 Superannuation (Cont'd)

Funding arrangements

Council makes employer contributions to the Defined Benefit category of the Fund at rates determined by the Trustee on the advice of the Fund Actuary.

As at 30 June 2021, an interim actuarial investigation was held as the Fund provides lifetime pensions in the Defined Benefit category. The vested benefit index (VBI) of the Defined Benefit category of which Council is a contributing employer was 109.8%. The financial assumptions used to calculate the VBI were:

Net investment returns	4.75% pa
Salary information	2.75% pa
Price inflation (CPI)	2.25% pa

As at 30 June 2022, an interim actuarial investigation is underway as the Fund provides lifetime pensions in the Defined Benefit category. It is expected to be completed by 31 October 2022.

Vision Super has advised that the VBI at 30 June 2022 was 102.2%. Council was notified of the 30 June 2022 VBI during August 2022 (2021: August 2021). The financial assumptions used to calculate this VBI were:

Net investment returns	5.5% pa
Salary information	2.5% pa to 30 June 2023, and 3.5%pa thereafter
Price inflation (CPI)	3.0% pa

The VBI is used as the primary funding indicator. Because the VBI was above 100%, the 30 June 2021 actuarial investigation determined the Defined Benefit category was in a satisfactory financial position and that no change was necessary to the Defined Benefit category's funding arrangements from prior years.

Employer contributions

(a) Regular contributions

On the basis of the results of the 2021 interim actuarial investigation conducted by the Fund Actuary, Council makes employer contributions to the Fund's Defined Benefit category at rates determined by the Fund's Trustee. For the year ended 30 June 2022, this rate was 10.0% of members' salaries (9.5% in 2020/21). This rate is expected to increase in line with any increases in the SG contribution rate and was reviewed as part of the 30 June 2020 triennial valuation.

In addition, Council reimburses the Fund to cover the excess of the benefits paid as a consequence of retrenchment above the funded resignation or retirement benefit.

(b) Funding calls

If the Defined Benefit category is in an unsatisfactory financial position at an actuarial investigation or the Defined Benefit category's VBI is below its shortfall limit at any time other than the date of the actuarial investigation, the Defined Benefit category has a shortfall for the purposes of SPS 160 and the Fund is required to put a plan in place so that the shortfall is fully funded within three years of the shortfall occurring. The Fund monitors its VBI on a quarterly basis and the Fund has set its shortfall limit at 97%.

In the event that the Fund Actuary determines that there is a shortfall based on the above requirement, the Fund's participating employers (including Council) are required to make an employer contribution to cover the shortfall.

Using the agreed methodology, the shortfall amount is apportioned between the participating employers based on the pre-1 July 1993 and post-30 June 1993 service liabilities of the Fund's Defined Benefit category, together with the employer's payroll at 30 June 1993 and at the date the shortfall has been calculated.

Due to the nature of the contractual obligations between the participating employers and the Fund, and that the Fund includes lifetime pensioners and their reversionary beneficiaries, it is unlikely that the Fund will be wound up.

If there is a surplus in the Fund, the surplus cannot be returned to the participating employers.

In the event that a participating employer is wound-up, the defined benefit obligations of that employer will be transferred to that employer's successor.

Note 9 Other matters (Cont'd)

9.3 Superannuation (Cont'd)

The 2021 interim actuarial investigation surplus amounts

An actuarial investigation is conducted annually for the Defined Benefit category of which Council is a contributing employer. Generally, a full actuarial investigation is conducted every three years and interim actuarial investigations are conducted for each intervening year. An interim investigation was conducted as at 30 June 2021 and the last full investigation was conducted as at 30 June 2020.

The Fund's actuarial investigation identified the following for the Defined Benefit category of which Council is a contributing employer:

	2021 (Interim) $m	2020 (Triennial) $m
- A VBI Surplus	214.7	100.0
- A total service liability surplus	270.3	200.0
- A discounted accrued benefits surplus	285.2	217.8

The VBI surplus means that the market value of the fund's assets supporting the defined benefit obligations exceed the vested benefits that
The total service liability surplus means that the current value of the assets in the Fund's Defined Benefit category plus expected future contributions exceeds the value of expected future benefits and expenses as at 30 June 2021.
The discounted accrued benefit surplus means that the current value of the assets in the Fund's Defined Benefit category exceeds the value of benefits payable in the future but accrued in respect of service to 30 June 2021.
Council was notified of the 30 June 2021 VBI during August 2021 (2020: August 2020).

The 2022 interim actuarial investigation
An interim actuarial investigation is being conducted for the Fund's position as at 30 June 2022 as the Fund provides lifetime pensions in the Defined Benefit category. It is anticipated that this actuarial investigation will be completed by October 2022. Council was notified of the 30 June 2022 VBI during August 2022 (2021: August 2021).

Superannuation contributions
Contributions by Council (excluding any unfunded liability payments) to superannuation plans for the financial year ended 30 June 2022 are detailed below:

Scheme	Type of Scheme	Rate	2022 $,000	2021 $,000
Vision super	Defined benefit	10.0% (2021:9.5%)	335	353
Vision super	Accumulation fund	10.0% (2021:9.5%)	3,606	3,378
Australiansuper	Accumulation fund	10.0% (2021:9.5%)	685	574
Hostplus	Accumulation fund	10.0% (2021:9.5%)	599	514
HESTA	Accumulation fund	10.0% (2021:9.5%)	442	373
UniSuper	Accumulation fund	10.0% (2021:9.5%)	273	207
Rest	Accumulation fund	10.0% (2021:9.5%)	247	217
Cbus	Accumulation fund	10.0% (2021:9.5%)	218	169
VicSuper	Accumulation fund	10.0% (2021:9.5%)	218	214
Other	Accumulation fund	10.0% (2021:9.5%)	1,535	1,484

There were no contributions outstanding and no loans issued from or to the above schemes as at 30 June 2022.

The expected contributions to be paid to the Defined Benefit category of Vision Super for the year ending 30 June 2023 is $330,000.

Council has no unfunded liability payments to Vision Super during both 2021/22 and 2020/21 years.

Notes to the Financial Report for the Year Ended 30 June 2022

10 Change in accounting policy

There have been no changes to accounting policies in the 2021-22 year.

There are no pending accounting standards that are likely to have a material impact on Council.

Performance Statement

Council has prepared the following performance statement in accordance with *the Local Government Act 2020* and *Local Government (Planning and Reporting) Regulations 2014.*

Performance Statement

For the year ended 30 June 2022

Description of municipality

The City of Yarra is an inner metropolitan municipality which is home to a diverse community of people. Yarra is one of Australia's smallest inner city municipalities at 19.5 square kilometres, and features lively arts and entertainment precincts, vibrant shopping and café strips, and numerous sports and recreational facilities.

Created in June 1994, the City of Yarra merged the former municipalities of: Collingwood; Richmond; Fitzroy; (including the annexed part of Carlton North); Northcote (Alphington & Fairfield: South of Heidelberg Road only).

Yarra has a population of 99,622 (estimated residential as of 30 June 2022) and a diverse community profile. Over the previous decade, the City's population had been growing at an average rate of 3.6%, almost double the rate of growth for Victoria. It is estimated that Yarra will continue to grow, with the population predicted to reach 110,512 by 2031.

Overview of 2021/22

Like all Councils across Victoria, Yarra was impacted financially by the COVID-19 pandemic, both through increased spending to support our local community and businesses and loss of revenue. We made a deliberate and considered decision to step up and assist our community, and businesses during the pandemic through the following initiatives:

- Precinct activations and economic recovery achieved through Yarra's temporary outdoor dining program. All fees associated with outdoor dining were waived during the pandemic. (COVID Safe Outdoor Dining ($1.372m), and
- Extension of the hardship policy, assisting the vulnerable members of our community impacted by COVD-19.

Council's financial operations were impacted by the following:

- Revenue from statutory fees and fines and user fees were under budget by $11.072m and $6.772m respectively, and
- Additional costs were incurred to protect the community, including the provision of COVID-19 Marshalls.

Council's Capital Works Program was also impacted due to:

- Supply chain delays and construction material shortages (including the availability of timber and steel), and
- A reduction in the number of permitted workers allowed at sites reduced the ability to complete planned projects.

Sustainable Capacity Indicators

For the year ended 30 June 2022

	Results				
Indicator / measure	2019	2020	2021	2022	Comment
Population					
Expenses per head of municipal population	$1,953.17	$1,857.25	$1,927.03	$2,022.13	The 2021/22 ABS population estimate provided decreased by 4% compared to the 2020/21 estimate, increasing the cost per head of population.
[Total expenses / Municipal population]					
Infrastructure per head of municipal population	$10,012.59	$9,928.65	$9,913.72	$9,945.76	Indicator is consistent with prior years.
[Value of infrastructure / Municipal population]					
Population density per length of road	312.88	323.23	327.48	316.32	Indicator is consistent with prior years.
[Municipal population / Kilometres of local roads]					

	Results				
Indicator / measure	2019	2020	2021	2022	Comment
Own-source revenue					
Own-source revenue per head of municipal population	$1,770.97	$1,691.76	$1,566.01	$1,726.64	Own source revenue improved in 2021/22 compared to prior years but is below budget due to the continued impact of the COVID-19 pandemic.
[Own-source revenue / Municipal population]					
Recurrent grants					
Recurrent grants per head of municipal population	$133.50	$132.26	$150.04	$169.17	Recurrent grants have been impacted by the prepayment of 75% of the Financial Assistance Grants for 2022/23.
[Recurrent grants / Municipal population]					
Disadvantage					
Relative socio-economic disadvantage	8.00	8.00	8.00	8.00	On average, Yarra has lower levels of disadvantage across the municipality with high levels of disadvantage concentrated in the main public housing areas within Richmond, Collingwood and Fitzroy.
[Index of Relative Socio-economic Disadvantage by decile]					
Workforce turnover					
Percentage of staff turnover	14.0%	10.4%	7.4%	14.1%	Council's staff turnover rates decreased during 2019/20 and 2020/21 which coincided with the period of COVID-19 pandemic restriction in Victoria and the slowing of the employment market. The end of COVID-19 restrictions has
[Number of permanent staff resignations and terminations / Average number of					

Indicator / measure	Results 2019	2020	2021	2022	Comment
permanent staff for the financial year] x100					seen staff turnover rates increase to a level that is comparable with pre COVID-19 levels.

Definitions

"adjusted underlying revenue" means total income other than:

(a) non-recurrent grants used to fund capital expenditure; and

(b) non-monetary asset contributions; and

(c) contributions to fund capital expenditure from sources other than those referred to above

"infrastructure" means non-current property, plant and equipment excluding land

"local road" means a sealed or unsealed road for which the council is the responsible road authority under the Road Management Act 2004

"population" means the resident population estimated by council

"own-source revenue" means adjusted underlying revenue other than revenue that is not under the control of council (including government grants)

"relative socio-economic disadvantage", in relation to a municipality, means the relative socio-economic disadvantage, expressed as a decile for the relevant financial year, of the area in which the municipality is located according to the Index of Relative Socio-Economic Disadvantage (Catalogue Number 2033.0.55.001) of SEIFA

"SEIFA" means the Socio-Economic Indexes for Areas published from time to time by the Australian Bureau of Statistics on its Internet website

"unrestricted cash" means all cash and cash equivalents other than restricted cash.

LGPRF Yarra City Council

Service Performance Indicators

For the year ended 30 June 2022

Service / *indicator* / *measure*	Results 2019	2020	2021	2022	Comment
Aquatic facilities					
Utilisation					
Utilisation of aquatic facilities [Number of visits to aquatic facilities / Municipal population]	9.23	7.08	3.57	6.21	The closure of Leisure centres due to COVID-19 commenced in March 2020 and has continued on and off throughout 2020/21 and 2021/22. Aquatic facilities re-opened to the public in November 2021 and remained open for 8 months both with and without restrictions. This resulted in a significant increase in visitations and utilisation compared to 2020/21.
Animal management					
Health and safety					
Animal management prosecutions [Number of successful animal management prosecutions / Number of animal management prosecutions] x 100	New in 2020	100%	100%	100%	Council continues to perform well with all 10 animal management prosecutions ruled in favour of Council.

Service / *indicator* / *measure*	Results 2019	2020	2021	2022	Comment
Food safety					
Health and safety					
Critical and major non-compliance outcome notifications	99.54%	100.00%	99.54%	100.00%	Council responds to 100% of critical and major non-compliance outcome notifications. Results less than 100% occur where follow-up inspections are delayed due to closures and re-inspections fall in the next period.
[Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100					
Governance					Council scored an average of 50 for Satisfaction with council decisions in the Annual Customer Satisfaction Survey 2022 (ACSS). A score of 50 is categorised as Average (40-60).
Satisfaction					
Satisfaction with council decisions	72	71	66	50	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. Average scores are not directly comparable and should be considered in the context of the scale change.
[Community satisfaction rating out of 100 with how council has performed in making decisions in the interest of the community]					A breakdown of the scores by category, showing the % of respondents, between 2021 and 2022 respectively are: Very good/Good 38.8% compared to 36.3%; Average 47.6% compared to 33.7%; and Very Poor/Poor 13.6% compared to 29.9%.

Service / *indicator* / *measure*	Results 2019	2020	2021	2022	Comment
					While the % of respondents who scored Council Very good/Good has remained relatively stable between 2021 and 2022, the % of respondents who scored Council Very Poor/Poor has also increased. Council is working to understand this result and what actions might be required to improve satisfaction.
Libraries					
Participation					The closure of Libraries due to COVID-19 commenced in March 2020 and has continued on and off throughout 2020/21 and 2021/22. During 2021/22 the library was closed for 100 days, opened with restricted hours and access for 178 days and business as usual for 92 days. Closures have impacted on the community's ability to actively engage with Libraries. The active members calculations are based on the last 3 years during which the community's ability to access facilities and loans has been significantly impacted.
Active library borrowers in municipality	19.72%	16.24%	15.10%	13.23%	
[Number of active library borrowers in the last three years / The sum of the population for the last three years] x100					
Maternal and child health					
Participation					Council contacts every family whose details are provided as part of the birth notification process inviting them to participate, offering a first home visit. Council is not in control of how many families accept the offer.
Participation in the MCH service	82.75%	84.20%	84.63%	80.55%	
[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100					

Service / *indicator* / *measure*	Results 2019	2020	2021	2022	Comment
Participation					
Participation in the MCH service by Aboriginal children [Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100	78.43%	95.65%	97.34%	55.70%	During the pandemic, council had a reduced capacity to undertake outreach with aboriginal families. Yarra has a partnership with Victorian Aboriginal Health Services, and correct data recording and transfers are still being finalised. Both of these factors resulted in a variance compared to previous years. Council is working to understand the data and will focus on outreach and strengthening participation appropriate to our aboriginal community.
Roads ***Satisfaction***					Council scored an average of 63 for Satisfaction with sealed local roads in the Annual Customer Satisfaction Survey 2022 (ACSS). A score of 63 is categorised as Good (60-80). The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. Average scores are not directly comparable and should be considered in the context of the scale change. A breakdown of the scores by category, showing the % of respondents, between 2021 and 2022 respectively are: Very good/Good 55.2% compared to 57.2%; Average 37.3% compared to 28.3%; and Very Poor/Poor 7.5% compared to 14.4%. While the % of respondents who scored Council Very good/Good has
Satisfaction with sealed local roads [Community satisfaction rating out of 100 with how council has performed on the condition of sealed local roads]	77	75	73	63	

Service / *indicator* / *measure*	Results 2019	2020	2021	2022	Comment
					increased between 2021 and 2022, the % of respondents who scored Council Very Poor/Poor has also increased. Council is working to understand this result and what actions might be required to improve satisfaction.
Statutory Planning					
Decision making					
Council planning decisions upheld at VCAT [Number of VCAT decisions that did not set aside council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100	61.04%	86.00%	58.67%	70.53%	Yarra continues to have a significant number of appeals related to complex and controversial applications. In 2021/22 the number of appeals to VCAT increased 26%, 95 compared to 75 in 2020/21. Council planning decisions upheld at VCAT increased by 20.22%, VCAT upheld 67 Council decisions upheld in 2021/22 compared to 44 in 2020/21.
Waste Collection					
Waste diversion					
Kerbside collection waste diverted from landfill [Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and	37.72%	36.33%	33.03%	30.36%	The ratio of waste diverted from landfill decreased from 33% in 2020/21 to 30% in 2021/22. The figures have remained consistent over the past two years.

Service / *indicator* / *measure*	Results 2019	2020	2021	2022	Comment
green organics collected from kerbside bins] x100					

Definitions

"Aboriginal child" means a child who is an Aboriginal person

"Aboriginal person" has the same meaning as in the Aboriginal Heritage Act 2006

"active library borrower" means a member of a library who has borrowed a book from the library

"annual report" means an annual report prepared by a council under section 98 of the Act

"class 1 food premises" means food premises, within the meaning of the *Food Act 1984*, that have been declared as class 1 food premises under section 19C of that Act

"class 2 food premises" means food premises, within the meaning of the *Food Act 1984* , that have been declared as class 2 food premises under section 19C of that Act

"critical non-compliance outcome notification" means a notification received by council under section 19N(3) or (4) of the *Food Act 1984* , or advice given to council by an authorized officer under that Act, of a deficiency that poses an immediate serious threat to public health

"food premises" has the same meaning as in the *Food Act 1984*

local road" means a sealed or unsealed road for which the council is the responsible road authority under the *Road Management Act 2004*

"major non-compliance outcome notification" means a notification received by a council under section 19N(3) or (4) of the *Food Act 1984*, or advice given to council by an authorized officer under that Act, of a deficiency that does not pose an immediate serious threat to public health but may do so if no remedial action is taken

"MCH" means the Maternal and Child Health Service provided by a council to support the health and development of children within the municipality from birth until school age

"population" means the resident population estimated by council

Financial Performance Indicators

For the year ended 30 June 2022

	Results				Forecasts				
Dimension / *indicator* / *measure*	2019	2020	2021	2022	2023	2024	2025	2026	Material Variations
Efficiency									
Expenditure level									
Expenses per property assessment [Total expenses / Number of property assessments]	$3,592.09	$3,427.30	$3,486.41	$3,461.32	$3,757.94	$3,783.74	$3,702.81	$3,664.92	Indicator is consistent with prior years and forecasts for future years indicate no major variances.
Revenue level									
Average rate per property assessment [General rates and Municipal charges / Number of property assessments]	New in 2020	$2,030.69	$2,037.22	$2,075.05	$2,141.51	$2,163.88	$2,182.88	$2,200.91	Indicator is consistent with prior years and forecasts for future years indicate no major variances.

	Results				Forecasts				
Dimension / ***indicator*** / *measure*	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**Material Variations**
Liquidity									
Working capital									
Current assets compared to current liabilities	282.25%	246.58%	126.61%	170.49%	170.23%	142.99%	127.55%	116.35%	Improvement in indicator as interest only loan of $32.5 million was a current liability for 2020/21 and was repaid in November 2021. Forecast indicator is impacted by budgeted borrowings to be drawn down in 2022/23 and by cash utilised to fund capital works delivery.
[Current assets / Current liabilities] x100									
Unrestricted cash									
Unrestricted cash compared to current liabilities	106.06%	84.14%	13.27%	-7.38%	73.59%	49.81%	32.25%	19.49%	This indicator is affected by term deposits of $25 million that are treated as other financial assets. This indicator would be 33.28% if the $25 million was held as cash and cash equivalents. The indicator in future years is impacted by debt reduction and increases in statutory reserves.
[Unrestricted cash / Current liabilities] x100									

	Results				Forecasts				
Dimension / *indicator* / *measure*	2019	2020	2021	2022	2023	2024	2025	2026	Material Variations
Obligations									
Loans and borrowings									
Loans and borrowings compared to rates [Interest bearing loans and borrowings / Rate revenue] x100	40.27%	37.86%	35.45%	32.42%	43.91%	37.94%	32.14%	26.56%	Improvement in indicator mainly due to loans and borrowings reducing from $41.2 million in 2020/21 to $39.2 million in 2021/22. Forecast indicator is impacted by budgeted borrowings in 2022/23 and then reduces as loan repayments are made.
Loans and borrowings									
Loans and borrowings repayments compared to rates [Interest and principal repayments on interest bearing loans and borrowings / Rate revenue] x100	3.09%	2.80%	2.70%	29.54%	4.26%	6.03%	5.86%	5.70%	This indicator impacted by the repayment of interest only loan of $32.5 million in November 2021. Indicator will return to trend in future years.

Attachment 1 - Attachment 1 - City of Yarra Annual Report 20212022 FINAL

	Results				Forecasts				
Dimension / *indicator* / *measure*	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**Material Variations**
Stability									
Rates concentration									
Rates compared to adjusted underlying revenue	55.53%	60.11%	63.77%	62.75%	58.85%	58.72%	58.60%	58.82%	Indicator is consistent with prior years and forecasts for future years indicate no major variances.
[Rate revenue / Adjusted underlying revenue] x100									
Rates effort									
Rates compared to property values	0.18%	0.20%	0.20%	0.20%	0.18%	0.19%	0.19%	0.18%	Indicator is consistent with prior years and forecasts for future years indicate no major variances.
[Rate revenue / Capital improved value of rateable properties in the municipality] x100									

Former measures

Service / indicator / measure	Results 2018	Results 2019	Results 2020
Animal Management			
Health and safety			
Animal management prosecutions [Number of successful animal management prosecutions]	13	14	Retired in 2020
Efficiency			
Revenue level			
Average residential rate per residential property assessment [Residential rate revenue / Number of residential property assessments]	$1,674.29	$1,727.98	Retired in 2020
Obligations			
Asset renewal			
Asset renewal compared to depreciation [Asset renewal expense / Asset depreciation] x100	102.44%	96.13%	Retired in 2020

Definitions

"adjusted underlying revenue" means total income other than:

(a) non-recurrent grants used to fund capital expenditure; and

(b) non-monetary asset contributions; and

(c) contributions to fund capital expenditure from sources other than those referred to above

"adjusted underlying surplus (or deficit)" means adjusted underlying revenue less total expenditure

Definitions cont.

"asset renewal expenditure" means expenditure on an existing asset or on replacing an existing asset that returns the service capability of the asset to its original capability

"current assets" has the same meaning as in the AAS

"current liabilities" has the same meaning as in the AAS

"non-current assets" means all assets other than current assets

"non-current liabilities" means all liabilities other than current liabilities

"non-recurrent grant" means a grant obtained on the condition that it be expended in a specified manner and is not expected to be received again during the period covered by a council's Strategic Resource Plan

"own-source revenue" means adjusted underlying revenue other than revenue that is not under the control of council (including government grants

"population "means the resident population estimated by council

"rate revenue" means revenue from general rates, municipal charges, service rates and service charges

"recurrent grant "means a grant other than a non-recurrent grant

"residential rates" means revenue from general rates, municipal charges, service rates and service charges levied on residential properties

"restricted cash" means cash and cash equivalents, within the meaning of the AAS, that are not available for use other than for a purpose for which it is restricted, and includes cash to be used to fund capital works expenditure from the previous financial year

"unrestricted cash" means all cash and cash equivalents other than restricted cash.

Other Information

For the year ended 30 June 2022

1. Basis of preparation

Council is required to prepare and include a performance statement within its annual report. The performance statement includes the results of the prescribed sustainable capacity, service performance and financial performance indicators and measures together with a description of the municipal district and an explanation of material variations in the results. This statement has been prepared to meet the requirements of the Local Government Act 2020 and Local Government (Planning and Reporting) Regulations 2020.

Where applicable the results in the performance statement have been prepared on accounting bases consistent with those reported in the Financial Statements. The other results are based on information drawn from council information systems or from third parties (e.g. Australian Bureau of Statistics).

The performance statement presents the actual results for the current year and for the prescribed financial performance indicators and measures, the results forecast by the council's strategic resource plan. The Local Government (Planning and Reporting) Regulations 2020 requires explanation of any material variations in the results contained in the performance statement. Council has adopted materiality thresholds relevant to each indicator and measure and explanations have not been provided for variations below the materiality thresholds unless the variance is considered to be material because of its nature.

The forecast figures included in the performance statement are those adopted by council in its Long Term Financial Plan on 23 June 2022 and which forms part of the council plan. The plan includes estimates based on key assumptions about the future that were relevant at the time of adoption and aimed at achieving sustainability over the long term. Detailed information on the actual financial results is contained in the General Purpose Financial Statements. The Long Term Financial Plan can be obtained by contacting council.

Certification of the Performance Statement

In my opinion, the accompanying performance statement has been prepared in accordance with the Local Government Act 2020 and the Local Government (Planning and Reporting) Regulations 2020.

Dennis Bastas CPA

Acting Chief Financial Officer and Principal Accounting Officer

Dated: 13 September 2022

In our opinion, the accompanying performance statement of the Yarra City Council for the year ended 30 June 2022 presents fairly the results of council's performance in accordance with the Local Government Act 2020 and the Local Government (Planning and Reporting) Regulations 2020.

The performance statement contains the relevant performance indicators, measures and results in relation to service performance, financial performance and sustainable capacity.

At the date of signing, we are not aware of any circumstances that would render any particulars in the performance statement to be misleading or inaccurate.

We have been authorised by the council and by the Local Government (Planning and Reporting) Regulations 2020 to certify this performance statement in its final form.

Cr Sophie Wade

Mayor

Dated: 13 September 2022

Cr Herschel Landes

Councillor

Dated: 13 September 2022

Sue Wilkinson

Chief Executive Officer

Dated: 13 September 2022

Developer Contributions

Collection of Yarra Development Contributions Plan (DCP) levies commenced on 1 February 2021 under Amendment C238 to the Yarra Planning Scheme. Delivery of projects listed in the DCP commenced in financial year 2017/18.

Table 1 – Total DCP levies received in 2021-22 financial year

DCP name and year approved	Levies received in 2021-22 financial year ($)
Yarra DCP (2021)	$153,672
Total	**$153,672**

Table 2 – DCP land, works, services or facilities accepted as works-in-kind in 2021-22 financial year

DCP name and year approved	Project ID	Project description	Item purpose	Project value ($)
Yarra DCP (2021)		(Nil)		
Total				**$0**

Table 3 – Total DCP contributions received and expended to date *(for DCPs approved after 1 June 2016)*

DCP name and year approved	Total levies received ($)	Total levies expended ($)	Total works-in-kind accepted ($)	Total DCP contributions received (levies and works-in-kind) ($)
Yarra DCP (2021)	$167,341	$5,052,270	$0	$167,341
Total	**$167,341**	**$5,052,270**	**$0**	**$167,341**

Table 4 – Land, works, services or facilities delivered in 2021-22 financial year from DCP levies collected

Project description	Project ID	DCP name and year approved	DCP fund expended ($)	Works-in-kind accepted ($)	Council's contribution ($)	Other contributions ($)	Total project expenditure ($)	Percentage of item delivered	
Upgrade building works including mechanical ventilation- Collingwood Library 7-11 Stanton St	31	Yarra DCP (2021)	$31,163	$0	$287,638	$0	$318,801	100%	
Upgrade building works - Pavilions, Clubrooms and Changerooms Air Raid / Jack Dyer Pavilion - Citizens Park Gleadell St corner Highett St.	88	Yarra DCP (2021)	$380,458	$0	$1,361,860	$2,000,000	$3,742,318	100%	
Renew - RoW 1507 Nicholson St RoW 1505- Lane Pavement Works	172	Yarra DCP (2021)	$6,038	$0	$55,125	$0	$61,163	100%	
Renew - RoW 324 Hunter St End of lane- Lane Pavement Works	201	Yarra DCP (2021)	$4,410	$0	$44,436	$0	$48,846	100%	
Renew - RoW 1721 Fitzroy St RoW 1720- Lane Pavement Works	231	Yarra DCP (2021)	$16,137	$0	$89,764	$0	$105,901	100%	
Renew-footpath works on Alexandra Pde from Gold St to Alexander St	454	Yarra DCP (2021)	$16,828	$0	$38,352	$0	$55,180	100%	
Renew-footpath works on Alexandra Pde from Alexander St to Hoddle St	456	Yarra DCP (2021)	$18,358	$0	$31,642	$0	$50,000	100%	

Renew-footpath works on Park St from St Georges Rd to Bennett St (Right footpath and kerb and channel)	500	Yarra DCP (2021)	$77,943	$0	$28,731	$0	$106,674	100%	
Renew-pavement works on Melville St from Barkly St to Clausen St	546	Yarra DCP (2021)	$16,018	$0	$101,782	$0	$117,800	100%	
Renew-footpath works on Canning St from Mary St to Park St	602	Yarra DCP (2021)	$6,727	$0	$134,110	$0	$140,837	100%	
Renew-footpath works on Groom St from Noone St to Alexandra Pde (Right footpath)	675	Yarra DCP (2021)	$7,182	$0	$80,067	$0	$87,249	100%	
Renew-footpath works on Brunswick St from Park St to Scotchmer St	988	Yarra DCP (2021)	$12,806	$0	$150,880	$0	$163,686	100%	
Renew-pavement works on Langridge St from Rokeby St to Rupert St	1052	Yarra DCP (2021)	$24,804	$0	$87,275	$0	$112,079	100%	Note 1
Renew-pavement works on Rathdowne St from Richardson St to MacPherson St	1132	Yarra DCP (2021)	$33,334	$0	$71,625	$0	$104,959	100%	Note 2
Renew-footpath works on Smith St from Webb St to Gertrude St (Resheet east footpath, remove existing concrete sections.)	1138	Yarra DCP (2021)	$64,649	$0	$224,417	$0	$289,066	100%	Note 2

Renew - Johnston St Wellington St Gold St- Retail Footpath (Right footpath)	1198	Yarra DCP (2021)	$20,017	$0	$84,140	$0	$104,157	100%	
Renew - Johnston St Gold St Hoddle St- Retail Footpath (Left footpath)	1201	Yarra DCP (2021)	$28,913	$0	$131,719	$0	$160,632	100%	
Victoria Park - Renew - Grandstand and Undercroft Pavilions, Clubrooms and Changerooms	G010	Yarra DCP (2021)	$241,514	$0	$1,430,745	$0	$1,672,259	100%	
Carlton Library - Works to upgrade and stabilize the rear structure of the building from moving, toilet upgrade	G013	Yarra DCP (2021)	$39,073	$0	$234,688	$0	$273,761	100%	
New construction on separated Copenhagen bicycle lanes on Wellington Street between Gipps and Johnston Street. The works will include: the removal of parking on the western side of the street; installation of new kerb separators, green paint and upgrade	312	Yarra DCP (2021)	$5,767	$0	$6,955	$0	$12,722	100%	Note 3
Renew-pavement works on Rathdowne St from Curtain St to Newry St	647	Yarra DCP (2021)	$1,609	$0	-$1,609	$0	$0	100%	Note 4
Renew-pavement works on Rathdowne St from Lee St to Davis St (Road resheet, both sides)	767	Yarra DCP (2021)	$1,141	$0	-$1,141	$0	$0	100%	Note 4

Total	**$1,054,890**	**$0**	**$4,673,200**	**$2,000,000**	**$7,728,090**

Notes

1. Project 1052 delivery completed in 2019/20 (not previously reported)

2. Projects 1132 and 1138 delivery completed in 2017/18 (not previously reported)

3. Project 312 previously reported in 2020/21; this is an adjusting entry for an additional $12,722 of project expenditure in 2017/18 identified that was not previously reported

4. Projects 647 and 767 previously incorrectly reported in 2020/21 with negative DCP funds expended; these are adjusting entries to correct

Appendices

Yarra Municipal Public Health and Wellbeing Plan Indicators

Yarra's Municipal Health and Wellbeing Plan (MPHWP) is incorporated in the *Council Plan 2021-25.* The heart symbol ❤️ denotes which Strategies and Initiatives align and contribute to six themes for addressing health and wellbeing matters in Yarra. These themes align to the Victorian Public Health and Wellbeing Plan 2019-23 (VPHWP) and connect across the Council Plan. The six themes are:

- Assisting to reduce the harms from tobacco, alcohol, illicit drugs and gambling
- Promoting gender equality and reducing gendered violence
- Promoting physical wellbeing
- Promoting community safety
- Promoting mental wellbeing
- Assisting to reduce the health harms from climate change

In addition, Council has developed the Operational Supplement: Health and Wellbeing Activities (OSHWA) 2021-25. The OSHWA provides further detail on the health and wellbeing actions being delivered by Council, in line with the Strategic Objectives, Strategies and Initiatives outlined in the Council Plan, relevant to the MPHWP. The activity delivered through the MPHWP is reported through Council's Annual report, summarised below. The OSHWA is reported separately though an annual OSHWA report.

The Strategies and Strategic Indicators relating to the MPHWP outlined in the Performance summary section of this Annual Report have been collated together below.

Strategic objective 1 - Climate and environment						
Strategies relating to the MPHWP Enhance the resilience of our community to prepare for health-related and other impacts of climate change. ❤						
Strategic indicators relating to the MPHWP						
Indicator	**Desired trend**	**Baseline**	**Year 1 2021/22 Target**	**Year 1 2021/22 Actual**	**Result**	**Comment**
iii. Percentage reduction in community emissions by fuel source	Reduce	**2018/19** $MtCO_2e$ 1.679 Electricity – 1.085 (65%) Gas 326 (19%) Transport 211 (13%) Waste 57 (3%)	-	**2019/20** $MtCO_2e$ 1.612 Electricity 1.052 (65%) Gas 329 (20%) Transport 176 (11%) Waste 55 (3%)	-	Council will continue to educate and advocate to the Yarra community the benefits of reducing emissions. Source: *https://snapshotclimate.com.au/locality/municipality/australia/victoria/yarra/* Note that as stated on the 'Snapshot' web portal, there is a margin of error within the data, meaning caution should be applied to year-on-year changes in emissions representing localised changes, especially those Council may have influenced - "*The data and methodology underpinning Snapshot are as robust as you can find in Australia, but there is not enough granularity and too much susceptibility to change from external factors to allow for monitoring of community projects*" (Source: https://www.ironbarksustainability.com.au/resources/articles/snapshot-faq-for-australian-councils)
vi. Percentage of dwellings with solar installations	Increase	**2018/19** 9%	-	12%		12% of dwellings in Yarra have solar installations. This is an increase of 33% above the 2019 baseline. The *Climate Emergency Plan* target that aligns to this indicator is by 2024, double the percentage of dwellings in Yarra with solar energy systems from 9% in 2019. Installations are defined as under 10kW (Source APVI)

xi. Percentage reduction in food waste generated from the household	Reduce	**2015** 45.5%	45.5% 0%	41.7% -3.8%		In 201/22, the volume of food waste in the waste stream was 41.7%, a reduction of 3.8% compared to the baseline of 45.5% when last measured in 2015. An independent audit of all waste streams is currently being conducted and will be completed in October/November 2022. Council delivers education and awareness campaigns to reduce food waste.

Strategic objective 2: Social equity and health

Strategies relating to the MPHWP

Build a more resilient, inclusive, safe, and connected community, which promotes social, physical and mental wellbeing.

Work to reduce the harms associated with the use of alcohol, illicit drugs, gambling and tobacco.

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.

Strategic indicators relating to the MPHWP

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
xii. Number of cultural and community events and festivals	Maintain	**2020/21** 20	20	49		Although COVID saw the cancellation of the Leaps and Bounds Festival in 2021/22 (100 events cancelled), state government stimulus funding supported additional events and festivals during the period. Highlights include: Garden State Festival (including over 20 events); LGBTQIA+ Elders Dance Club; Victoria Street Lunar Festival; over seven events across Garrawang/NYE; Neighbourhood Watch outdoor cinema (four events); Collingwood Harvest Festival; Down at the Corner on Lulie.
xiii. Number of community organisations supported through the community grants program	Maintain	**2020/21** 215	240	239		Council distributed $2.4M in community grants. There were 158 community organisations funded through the 2022 Annual Grants program and 81 groups and individuals supported through the 2021/22 Small Project Grants.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
ii. Tobacco test purchase sale rates	Reduce	**2019** 8.3%	-	-	No result	The target is two days test purchase every six months in accordance with the funding level agreement with DHHS (managed by MAV). Due to COVID-19, the last time testing was conducted was in 2019. The sale rate was 8.3% (four sales out of 48 attempts). Substitute activities have included emailing all tobacco retail outlets reminding them of their responsibilities with respect to no sales of tobacco or e-cigarettes to under 18-year olds, suitable forms of ID to check, training requirements for staff, display requirements for tobacco and e-cigarette products and signage advice. Emails were also sent to all sporting clubs in Yarra with junior teams reminding them of the requirements that underage events are smoke free and that e-cigarettes are banned in addition to tobacco. Signage was offered. Audits were done of main streets to identify new tobacco and e-cigarette retailers and education material provided to advise of their responsibilities.
vi. Number of community gardens/ urban growing spaces active and maintained	Maintain	**2021** 180 boxes 9 spaces	200 boxes 9 spaces	220 boxes 25 spaces		There are 220 planter boxes in Yarra as at 30 June 2022, an increase of 40 compared to 2020/21. Yarra has over 25 community and laneway gardens and growing spaces. There are also six school gardens and an urban farm. Council worked with the community to identify sites for growing food and providing information/training on growing, harvesting and preserving food including delivering 10 workshops (online and in the community) involving over 200 people on topics including small space gardening and bees and beneficial bugs.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Possible or definite alcohol related family violence incident (rate per 10,000)	Reduce	**2018/19** 228.58 per 100,000	-	**2019/20** 162.91 per 100,000	-	Turning Point Alcohol and Other Drug Statistics Council monitors this indicator and does not set targets. Council's role is to partner with agencies and advocate on behalf of the community. Rate per 10,000 data is not available per the indicator description. Rate per 100,000 will be reported.
iii. Gaming machine losses per adult	Reduce	**2019/20** $254	-	**2020/21** $188	-	Victorian Commission for Gambling and Liquor Regulation Council monitors this indicator and does not set targets. Council's role is to set policy, partner with agencies and advocate on behalf of the community. The result of $188 per adult is a 26% reduction compared to the 2019/20 baseline, noting gambling venues were closed due to COVID restrictions.
iv. Stalking harassment and threatening behaviour (rate per 10,000)	Reduce	**2019/20** 133.6 per 100,000	-	**2020/21** 147.5 per 100,000	-	Crime Statistics Agency Council monitors this indicator and does not set targets. Council's role is to partner with agencies and advocate on behalf of the community. Rate per 10,000 data is not available per the indicator description. Rate per 100,000 will be reported.
v. Family violence (rate per 10,000)	Reduce	**2019/20** 1,179.7 per 100,000	-	1,261.7 per 100,000	-	Crime Statistics Agency Council monitors this indicator and does not set targets. Council's role is to partner with agencies and advocate on behalf of the community. Rate per 10,000 data is not available per the indicator description. Rate per 100,000 will be reported.
vii. Proportion of ambulance attendances for illicit drugs	Reduce	**2019/20** 899.6 per 100,000	-	**2020/21** 656.5 per 100,000	-	Turning Point Alcohol and Other Drug Statistics Council monitors this indicator. Council's role is to partner with agencies and advocate on behalf of the community.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
viii. Proportion of telephone services for illicit drug use	Reduce	**2018/19** 170.5 per 100,000	-	**2019/20** 84.4 per 100,000	-	Turning Point Alcohol and Other Drug Statistics Council monitors this indicator. Council's role is to partner with agencies and advocate on behalf of the community. The result of 84.4 per 100,000 is for 2020 and is the most recent data available.
Strategic objective 3 - Local economy						
Strategies relating to the MPHWP Manage access, safety and amenity to enhance people's experience when visiting Yarra. ❤						
Strategic indicators relating to the MPHWP						
Indicator	**Desired trend**	**Baseline**	**Year 1 2021/22 Target**	**Year 1 2021/22 Actual**	**Result**	**Comment**
iv. Perception of safety 3. day 4. night	Maintain or Improve	**2022** 3. 80.2 4. 56.6	3. 80.2 4. 56.6	3. 80.2 4. 56.6	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor

Strategic objective 4 - Place and nature						
Strategies relating to the MPHWP Create safe, accessible active spaces that provide diverse physical activity opportunities for the whole community. ❤						
Strategic indicators relating to the MPHWP						
Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Number of new and expanded parks and open space	Increase	**2020/21** 0	3	1		During 2021/22, Council completed open space works in Reid Street. Works are also underway at Gwynne and Stephenson Street parks which were 95% complete as at 30 June and will be counted in the 2022/23 results, once opened. Delays were due to required upgrades to infrastructure provider assets within the parks. There is a target of seven new or expanded parks and open space during the term of the Council Plan.

Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
iv. Percentage increase in canopy cover	Increase	**2014** 17%	-	-	-	Canopy cover was last measured in 2014. A study to measure canopy cover will be undertaken in 2022/23. The Urban Forest Strategy target for this indicator is that canopy cover will increase by 25% (from 2014 levels) by 2040. This represents an increase from 17% to 21.25% total canopy. Council will continue to work towards this target through its priority tree planting program.
iii. Number of trees planted (replacement and new/additional trees)	Increase	**2020/21** 824	1,000	1,026		During 2021/22 Council planted 1026 trees - 719 were new trees while the remainder were replacements for trees removed due to damage or disease. This increased the total community tree stock managed by Council from 24,716 in 2020/21 to 25,435.
x. Community satisfaction with parks, gardens and open space 3. Provision of parks, gardens and reserves 4. Maintenance of parks, gardens and reserves	Maintain or Improve	**2022** 1. 73.0 2. 72.4	1. 73.0 2. 72.4	1. 73.0 2. 72.4	No result	The answer scale for the ACSS was updated in 2022 to align with the Victorian Local Government Community Satisfaction Survey conducted by the Department of Jobs, Precincts and Regions. Scores were collected on a 5-point scale in 2022 and a 11-point scale prior to 2022. As such, average scores are not directly comparable to prior year scores. To enable year-on-year comparisons, scores from ACSS 2022 will be used as the baseline. 'No result' has been recorded for Year 1 as there is no valid comparator. A guideline for understanding the average scores: • 80-100: Very good • 60-80: Good • 40-60: Average • 20-40: Poor • 0-20: Very poor
Strategic objective 5 - Transport and movement						
Strategies relating to the MPHWP Lead, promote and facilitate the transition to active transport modes for people living and working in Yarra, as well as people moving through Yarra. ❤ Create a safe, well-connected and accessible local transport network including pedestrian and bike routes through Yarra. ❤						

Strategic Indicators relating to the MPHWP						
Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
i. Kilometres of separated cycling lanes delivered (defined as cycling routes upgraded to comply with the New Deal for Cycling)	Increase	**2020/21** 1.31 kms (incl Elizabeth Street trial)	-	0.02 kms		Separated cycling lane works were delivered in Wellington/Johnston Streets protected intersection approaches. Other capital projects focussed on bicycle safety improvements not requiring protected bicycle lanes. A Transport Strategy action plan is currently being prepared for Council consideration. This will guide annual targets in future years.
iii. Percentage increase in bicycle counts	Increase	**2021** 171,853	-	164,620 -4.2%		There was a 4.2% decrease in the number of cyclists recorded, using the following roads/trails where fixed counters are located: • Heidelberg Road / West of Yarra Bend Road • Canning Street 20M South of Lee Street • Wellington Street between Northumberland Street and Glasgow Street • Main Yarra Trail No. 1 • Main Yarra Trail South Bank • Capital City Trail Princes Hill In May 2022, the total number of cyclists recorded using these routes was 164,620, compared to 171,853 in May 2021.
iv. Percentage increase of bicycle parking hoops and corrals	Increase	**2020/21** 40 hoops 6 bike corrals	-	29 hoops 8 bike corrals		In 2021/22, 29 bicycle parking hoops and eight corrals were installed. New bike parking corrals were installed at: • Wellington/Peel intersection, Collingwood • Wellington/Stanley intersection, Collingwood • Gertrude/Gore intersection, Fitzroy • Gertrude/Fitzroy intersection, Fitzroy • Gertrude/Napier intersection, Fitzroy • Gertrude/George intersection, Fitzroy • Johnston/Gold intersection, Collingwood • Victoria Park Train Station

Strategic Indicators relating to the MPHWP						
Indicator	Desired trend	Baseline	Year 1 2021/22 Target	Year 1 2021/22 Actual	Result	Comment
v. Number of pedestrian improvement related projects	Increase	**2020/21** 5	-	10		Ten pedestrian improvement projects were completed, including Cambridge/Stanley Street refuge island and the new wombat crossings on Yarra Boulevard and Bendigo Street.
ix. Method of travel to work	Monitor	**2016 %** Train – 11.8 Bus – 1.8 Tram – 14.5 Taxi – 0.3 Car as a driver – 32.8 Car as a passenger – 2.0 Truck – 0.1 Motorbike – 0.6 Bicycle – 8.6 Walked only – 12.4 Other – 1.9 Worked at home – 4.8 Did not go to work – 7.6 Not stated – 0.7	-	-	-	2021 ABS census data is scheduled to be released in October 2022.

Glossary

The following table defines key terms used in this report.

Term	Definition
2021/2022	A reference to the financial year beginning 1 July 2021 and ending 30 June 2022.
Advocacy	Publicly supporting or recommending programs or services on behalf of the community to other tiers of government or service providers for community benefit.
Annual Plan	A strategic document outlining the actions Council will undertake to implement its Council Plan during a specific financial year.
Annual Plan Action	A specific annual plan activity designed to facilitate the achievement of a Council Plan strategic objective and generally aligned to an Initiative in the Council Plan.
Assets	Everything owned by or owed to Council such as roads, equipment and buildings. Assets are listed in the Financial Report.
Australian Accounting Standards	The accounting standards published by the Australian Accounting Standards Board.
Budget	A plan setting out the services and initiatives to be funded for the financial year and how they will contribute to achieving the strategic objectives specified in the Council Plan.
Community Vision	A Community Vision is prescribed by section 88 of the *Local Government Act 2020*. *Yarra's 2036 Community Vision* is our long-term vision that contains an overarching Vision Statement, eight Vision Themes and thirty Future Priorities. It describes the future state of Yarra by 2036 and provides a lens to guide all planning and decision-making for Council and the community
Councillors	Elected representatives of Council.
Council Plan	A Council Plan is prescribed by section 90 of the *Local Government Act 2020*. It is a major strategic document outlining Council's strategic direction, strategies, strategic indicators and initiatives for a four-year period.
Council Plan Initiative	A specific Council Plan activity designed to facilitate the achievement of a strategic objective prescribed by section 90(e) of the *Local Government Act 2020*.
COVID-19	A highly contagious respiratory disease caused by a coronavirus. It was named CO for coronavirus, VI for virus, D for disease, and 19 for 2019, the year it was discovered.

Term	Definition
Financial Statements	The financial statements and notes prepared in accordance with the Local Government Model Financial Report, Australian Accounting Standards and other applicable standards as they apply to the general purpose financial reports and statement of capital works, included in the Annual Report.
Financial year	The period of 12 months ending on 30 June each year.
Freedom of Information Request	A request for Council to provide access to documents pursuant to the *Freedom of Information Act 1982*.
Governance	Governance relates to Council's purpose, objectives, role and functions as set out in the *Local Government Act 2020*
Greenhouse gas emissions	Generated from a large number of processes and from a range of sources. Key sources of greenhouse gases includes energy sector, transport emissions, agricultural, land use change and forestry, industrial processes and waste.
Indicator	A measure used to assess performance.
Local Government Act	In 2021/2022, Councils worked under the *Local Government Act 2020*
Local Law	The laws adopted by Council that prohibit, regulate and control activities, events, practices and behaviours within Yarra.
Master plan	A high level document outlining Council's plans for a key location within the municipality.
Measure	How an indicator will be measured and takes the form of a computation, typically including a numerator and denominator.
Minister	Refers to the Victorian Local Government Minister.
Municipal Monitor	Municipal monitors can be appointed by the Minister for Local Government to councils that have experienced governance issues. The role of a monitor is to: • Observe governance processes and report back on issues • Provide advice to councils that are experiencing governance issues • Make recommendations to the Minister for further action At the end of their appointment, the monitor provides a final report to the Minister.
Performance Statement	A statement including the results of the prescribed service outcome indicators, financial performance indicators and sustainable capacity indicators for the financial year and included in the Annual Report.

Term	Definition
Planning and Accountability Framework	The key statutory planning and reporting documents that are required to be prepared by councils to ensure accountability to local communities in the performance of functions and exercise of powers under the Act.
Planning Scheme	Planning rules created by Council and endorsed by the Victorian Government to guide land use and development.
Regulations	The *Local Government (Planning and Reporting) Regulations 2014*.
Risk management	A policy and process for identifying business risks and controlling the likelihood and/or impact of a risk event occurring.
Services	Assistance, support, advice and other actions undertaken by a council for the benefit of the local community.
Service outcome indicators	The prescribed service performance indicators to be included in the Performance Statement, which measure whether the stated service objective has been achieved.
Service performance indicators	A prescribed set of indicators measuring the effectiveness and efficiency of council services covering appropriateness, quality, cost and service outcomes.
Strategy	A plan of action intended to accomplish specific objectives.
Strategic indicator	Strategic indicators provide a framework for measuring progress towards the achievement of each strategic objective.
Sustainable	Meet present day needs without compromising future generations' ability to meet their needs.
Sustainable capacity indicators	A prescribed set of indicators measuring whether councils have the capacity to meet the agreed service and infrastructure needs of the local community and absorb foreseeable changes and unexpected shocks into the future covering financial performance, capacity and governance and management.
Values	Values are beliefs that underpin behaviours and processes. The values of an organisation guide its culture.
Victorian Civil and Administrative Tribunal (VCAT)	An independent body established by the Victorian Government to determine the outcome of disputes (e.g. planning appeals).
Ward	Defined electoral area to which a representative is elected as councillor.
Wellbeing	A general term to encompass health, happiness, welfare, security, comfort, quality of life and a sense of belonging.

Acronyms

Term	Definition
AAS	Australian Accounting Standards
ACSS	Annual Council Satisfaction Survey
CALD	Culturally and Linguistically Diverse
CEO	Chief Executive Officer
COVID-19	A highly contagious respiratory disease caused by a coronavirus. It was named CO for coronavirus, VI for virus, and 19 for 2019, the year it was discovered.
DELWP	Department of Environment, Water, Land and Planning
DDA	Disability Discrimination Act
EFT	Equivalent full-time – one EFT is equivalent to one person working 38 hours per week
EV	Electric vehicle
GEAP	Gender Equity Action Plan
IDAHOBIT	International Day Against LGBTQIA, Discrimination
LGBTIQA+	Lesbian, gay, bisexual, transgender, intersex, queer/questioning, asexual
LGPRF	Local Government Performance Reporting Framework
M	Million
NDIS	National Disability Insurance Scheme
MPHWP	Municipal Public Health and Wellbeing Plan
PHWA	*Public Health and Wellbeing Act 2008*

Term	Definition
SBES	Small Business Energy Saver Program
TAC	Transport Accident Commission
VAGO	Victorian Auditor-General's Office
VCAT	Victorian Civil Administrative Tribunal
VPA	Victorian Planning Authority

Contact us

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- Richmond Town Hall, 333 Bridge Road, Richmond
- Collingwood Town Hall, 140 Hoddle Street, Abbotsford
- Connie Benn Family and Children's Centre, 160 Brunswick Street, Fitzroy
- Bargoonga Nganjin – North Fitzroy Library, 182–186 St Georges Road, Fitzroy North

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8.3 Mayors Park Tennis and Netball Centre Management

Reference	D22/265401
Author	Sally Jones - Manager Recreation and Leisure Services
Authoriser	Director City Works and Assets

Purpose

1. The purpose of this Council report is to:
   (a) Provide Council with an update on the current management model at Mayors Park Tennis and Netball Centre, in response to the Council resolution on 13 August 2019, at which time Council assumed management of the facility;
   (b) Present Council with options for the future ongoing management of Mayors Park Tennis and Netball Centre, including Officer recommendations; and
   (c) Identify the most appropriate management model to maximise participation opportunities for the Yarra community and determine an implementation plan.

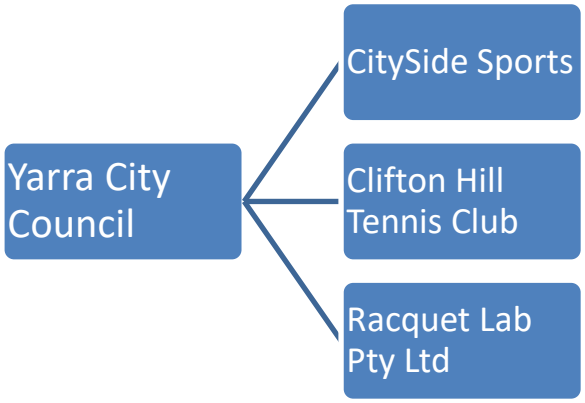
Critical analysis

History and background

2. Mayors Park Tennis and Netball Centre is located at Mayors Park in Clifton Hill. The facility contains four synthetic tennis courts, two multi-purpose hard courts predominantly used for tennis and netball, a pavilion (including social space, office, kitchen, and toilets/change rooms), a storage shed and external barbecue area.
3. From August 2005 until August 2019, the facility was managed by Mr Jeff Baldassarre of Tennis Information Services (TIS) under a Commercial Management Agreement.
4. On 13 August 2019, Council endorsed a proposal for the Recreation and Leisure Services Branch to manage Mayors Park Tennis and Netball Centre, following extensive engagement with Clifton Hill Tennis Club members, the local community, and Tennis Victoria. It was resolved that Council receive a further report in June 2020 on the success of the transition to this model, in particular the continuity of social tennis programs, as measured through the meeting of KPIs and, where appropriate, user surveys. This report was delayed because of the impacts of COVID-19, which severely limited the use of the facilities in this period and did not demonstrate a period of 'normal' use.
5. On 8 September 2020, Councillors were provided with an update from Officers via memorandum. This provided a summary of facility operations and stakeholder responses to Key Performance Indicators (KPIs), despite interruptions due to COVID-19. The memorandum stated that, *"The Recreation team proposes reporting back to Councillors after a further 12-month period of operation at Mayors Park Tennis and Netball Centre following easing of COVID-19 restrictions so as to allow the Club and coaches the opportunity to properly address their KPIs".*
6. Facility use continued to be severely limited in 2021 due to the COVID-19 pandemic. As a result, the report was again deferred until October 2022, with the intention to allow assessment of an uninterrupted 12-month period of 'normal' operation.
7. Council made a significant financial contribution to the facility after taking over management, including a new court booking system and automated access, both of which were identified as a priority during the consultation period.

8. Since the transition of management, Agreements have been established between Council and three key stakeholders at Mayors Park Tennis and Netball Centre; Clifton Hill Tennis Club, CitySide Sports and Racquet Lab Pty Ltd. All stakeholders report to Council as the Facility Manager, via the Recreation team.

9. Current management structure:



10. CHTC members receive priority access to tennis courts and can book courts up to 14 days in advance at no additional cost to their club membership fee (i.e., CHTC members pay no fees for casual court hire).

11. Casual court hire is available to the public six days in advance at a cost of $31.60 per hour in peak times (after 5pm from Monday to Thursday and 8am-5pm on Saturday/Sunday), and $26.00 per hour in off-peak times.

12. Through the 2021/22 financial year, Council received a total of $100,935.65 revenue from court hire and Licence/Agreement fees. Expenses (including utilities and maintenance) totalled $58,139.43, resulting in an operating surplus of $42,796.22, noting operating costs do not include corporate overheads or capital expenses.

CitySide Sports

13. CitySide Sports are a commercial netball provider, operating under an annual Hirer Agreement with Council.

14. Netball competitions are run on the two multi-purpose courts from 6:00pm to 10:30pm, Monday to Thursday, totalling 36 hours per week. Competitions run approximately 49 weeks of the year, with a short break over the Christmas and New Year period.

15. CitySide Sports provide for 150+ participants on a typical night of competition, which includes a majority of female participants.

16. CitySide Sports have provided a letter expressing their support for the current management arrangements to continue – this letter can be found as Attachment 4.

Clifton Hill Tennis Club (CHTC)

17. CHTC are a not-for-profit community sports club, operating under a Crown Licence Agreement with Council.

18. CHTC (formerly Clifton Tennis Club) have been based at Mayors Park Tennis and Netball Centre since the club was formed in 1929.

19. CHTC currently has 574 active members.

20. Full membership for CHTC costs $200 p.a. per adult, $90 p.a. for a junior/student membership and $300 p.a. for a family membership (3 or more), with a 20% discount applied for valid concessions. Further discounts are also offered for off peak memberships - $85 p.a. for an adult off-peak membership. Membership provides access to courts at no cost and allows priority booking of the facilities, in addition to a number of other club benefits.

21. Prior to Council's decision in August 2019, CHTC did not hold an Agreement directly with Council, rather their Agreement was with the former Facility Manager, TIS.

22. CHTC and TIS had a strained working relationship and Officers were regularly required to be involved in mediation between the parties. Prior to presenting management options to Council in 2019, Officers undertook extensive community consultation on the management of the facility, resulting in an Officer recommendation and Council's decision to transition to the current management model.

23. Following Council's decision in August 2019, CHTC moved from an Agreement with TIS to a direct Agreement with Council. CHTC were supportive of this decision at the time of implementation and viewed it as an improvement from the previous arrangement, as it allowed them to run their own programs and create a positive club environment, which had been difficult due to the strained relationship with TIS.

24. The initial Crown Licence Agreement with CHTC was executed in October 2019 for a 12-month period, expiring in October 2020; thereby allowing Officers to assess the success of the new management model, noting CHTC were responsible for pavilion cleaning and maintaining the cleanliness of tennis courts and surrounding areas under the terms of the Agreement. All other maintenance items were Council's responsibility.

25. Due to the uncertainty caused by COVID-19, the Agreement was not re-negotiated in October 2020 because a proper assessment of the management model was not possible.

26. Discussions regarding the renewal of the Agreement in mid-2021 did not progress. As at this time, CHTC had made it clear that their preference now was to manage Mayors Park Tennis and Netball Centre directly.

27. On 16 June 2022, CHTC were provided with a draft Crown Licence Agreement that replicated the terms of the previous Agreement with the significant alteration that Council would take on responsibility for pavilion cleaning, following CHTC's advise that they, *"can no longer justify the ongoing effort of committee members to ensure effective cleaning of the facility".* Officers note the draft Agreement was intended as an interim arrangement until a Council decision was made on the future management of the site; however, this has not progressed.

28. Following Council's decision in 2019, the working relationship between CHTC and the Recreation team advanced. However, extensive interruptions to facility operations during COVID-19 lockdowns occurred between 30 March 2020 and 21 October 2021, halting the momentum that had been made under the new management model. CHTC have since indicated a change in their position and no longer support the current management model. This has resulted in advocacy towards Councillors to seek a change in the management model for the facility.

29. On 23 July 2021, CHTC directly emailed Councillors with the report, '*2020-21 Two Years After Council May 2019 Decision*'. Of note, the report's introduction complimented Council, stating, *"Despite a challenging transition in 2019, major lightning strike in January 2020, the ongoing pandemic challenges throughout 2020-2021, the decision made by Councillors in May 2019 has being [sic] widely viewed as successful. It has engaged a community, liberated a stranded asset and driven active participation to record levels."*

30. However, CHTC also expressed some concerns in the report including:

    (a) A desire to appoint a 'Caretaker' to manage on-site issues;

    (b) A desire to align closer to the management structure of Fitzroy Tennis Club, who operate under an exclusive Lease Agreement with Council;

    (c) A desire to appoint and manage their own tennis coaches; and

    (d) Further investment in LED court lights.

31. This reflected a clear change in position from the club and indicated the preference of the club was for CHTC to be offered exclusive management rights. This was again expressed via letter to Councillors, on 1 October 2021. Following a meeting between CHTC, Council Officers and Cr de Vietri, as Mayor of the day, on 4 November 2021, CHTC sent another letter on 5 November 2021 to reiterate their position.

32. It is important to note that there is an expectation of mutual respect between Council staff and stakeholders and the relationship with CHTC has been somewhat strained. Whatever management arrangements are determined by Council for the MPTNC, Council will need to have mechanisms in place to ensure all parties behave in a way that is appropriate and respectful.

33. CHTC pays Council an annual fee for facility hire, which allows the club to book senior and junior competitions, pennant and social programs as agreed upon in the terms of the Crown Licence Agreement. This fee also allows CHTC members to book courts at no additional cost, anytime during opening hours, subject to court availability.

CHTC assessment against KPIs

34. As part of establishing the new management arrangements in August 2019, Key Performance Indicators (KPIs) were established with CHTC outlining expectations for the club's development. The KPIs were agreed upon by the CHTC committee and linked to their Agreement. CHTC provide annual progress reports on their KPIs. Please refer to Attachment 2 – *CHTC KPI 2021-22 Report* for details.

35. In relation to this CHTC KPI report, Officers note:

    (a) Throughout the report, CHTC provide a summary of the strong participation outcomes Mayors Park Tennis and Netball Centre has experienced in the last financial year. These outcomes are a positive reflection of the current management model;

    (b) Throughout their submissions, CHTC have referred to Fitzroy Tennis Club as a good comparator; Officers do not see this as a reasonable comparator. Mayors Park Tennis and Netball Centre is a multi-sport facility, providing courts for tennis and netball (and can be used for Futsal) and in this regard operates more like Ryan's Reserve, which is managed by Council;

    (c) In KPI 5.1, CHTC focuses on Racquet Lab's coaching program, rather than strategies and plans for CHTC to increase junior participation and club competition numbers;

    (d) In relation to KPI 5.3;

        (i) When the Book a Court management system was first installed, automated court lighting was trialled at the facility. Following ongoing issues with the reliability of court lights, a timer as installed on the lights in July 2020. CHTC were engaged throughout the transition to install a timer, which has significantly reduced these issues;

        (ii) Officers have consistently communicated with CHTC regarding future planning for installation of LED court lights once the current metal halide lights reach the end of their natural life. The current metal halide lights were audited by lighting experts in November 2021 and were considered functional and safe;

        (iii) The courts are lit from dusk until 11pm every night, providing a safe and welcoming environment for facility users. While courts are often booked to capacity during these times, particularly from Monday to Thursday, lights remain in use during inclement weather, when courts are not booked and/or when bookings are made but players do not show. Officers note that metal halide lighting is not designed to be switched on and off at regular intervals, as it impacts reliability, functionality and lifespan. To discard functional lighting prior to end of life is considered to have a greater environmental impact than continuing to use metal halide lighting. Therefore, the current lighting set up is considered the most practical option for the site until it reaches the end of its natural life;

(iv) The information Officers have provided to CHTC is based on expert advice and Council's asset management practices; and

(e) Whilst CHTC has responded to each KPI and some positive outcomes have been identified, in a number of cases, evidence has not been provided to confirm achievement of the relevant KPI.

Racquet Lab Pty Ltd (Racquet Lab)

36. Racquet Lab are a commercial tennis coaching provider, operating under an Independent Contractor Agreement with Council.

37. Racquet Lab were appointed in October 2019 following a procurement process once Council took over management of the site.

38. Tennis Victoria provided tennis knowledge and expertise in the procurement process, and supported Officers' decision to appoint Racquet Lab.

39. Racquet Lab pays Council a negotiated fee for the exclusive coaching contract at Mayors Park Tennis and Netball Centre. This fee entitles Racquet Lab to book up to 12 hours of peak weekday court use (Monday to Thursday after 4pm), and up to 16 hours of peak weekend court use (Saturday and Sunday from 8am to 6pm). Additional programs run during off-peak times are unrestricted to encourage the utilisation of courts at times when participation is typically low.

40. Court access was negotiated with Racquet Lab during the procurement process following input from CHTC and Tennis Victoria. The annual fee was also negotiated as part of the procurement process to align with the level of court access Racquet Lab receives and industry standards at similar tennis facilities.

41. Racquet Lab also deliver a successful tennis coaching program at Fitzroy Tennis Club and are highly regarded in the industry. Fitzroy Tennis Club have provided a letter of support for Racquet Lab, see Attachment 5: *Racquet Lab Reference Letter – Fitzroy Tennis Club*.

42. Racquet Lab provided the following summary of their programs relating to coaching figures from term 3, 2022; *"Racquet Lab currently have 708 total active students in classes for the quarter. That includes people in group and private lessons, and people registered for the last holiday program. If players do not resume their lessons from quarter to quarter, they are placed on the inactive list. We have 222 unique students having term lessons at MPTNC (Mayors Park Tennis and Netball Centre), and 259 unique students at FTC (Fitzroy Tennis Club). These numbers are smaller than the students in classes figure as many students have multiple lessons. 53% of our players identify as male and 45% of our players identify as female."*

43. Racquet Lab have provided a statement summarising their experiences at Mayors Park Tennis and Netball centre since being appointed in 2019. Racquet Lab are supportive of the current management model, stating; *"Due to the multiple sports and numerous stakeholders utilising the space we believe City of Yarra are essential in maintaining a balanced and diplomatic environment. Tennis is extremely strong in the area under the current model and our lessons are consistently at full capacity during peak times".* The full statement can be viewed in Attachment 3: *MPTNC Coaching Statement – Racquet Lab*.

Discussion

44. Officers recommend the following management model priorities:

(a) Maximising participation in tennis, netball and other court-based sports;

(b) Creating more opportunities for under-represented cohorts (as listed in Yarra's Social Justice Charter) to access the facilities, including:

(i) Aboriginal and Torres Strait Islander people;

(ii) Children and younger people;

(iii) Older people;

(iv) People with disabilities;

(v) People from culturally and linguistically diverse (CALD) backgrounds;

(vi) People of diverse faiths and religions;

(vii) People from the LGBTIQA+ community;

(viii) People experiencing homelessness;

(ix) People on low incomes;

(x) People who use drugs;

(xi) People experiencing mental health issues;

(xii) Refugees and people seeking asylum;

(xiii) Women;

(c) Prioritising access for stakeholders who address the Allocation Framework Criteria outlined in the Yarra Sportsgrounds and Facilities Allocations Policy, endorsed by Council on 10 May 2022. These themes include:

(i) Community First;

(ii) Inclusion and Diversity;

(iii) Financial Management;

(iv) Governance;

(d) Establishing an efficient and effective approach to facility management, resulting in a clean, safe and functional facility;

(e) Establishing a management model which supports best practice asset management principles and ongoing financial investment in all Council assets at Mayors Park Tennis and Netball Centre;

(f) Creating a harmonious, welcoming environment for all stakeholders; and

(g) Meeting industry standards for both tennis and netball.

45. Tennis Victoria has provided Officers a summary of the management models available for consideration – Venue Management Models – Tennis Victoria:

	Club/Coach Model	Operator Model	Commercial Operator Model
Committee in place?	Yes	Yes	No
Tenure Structure	Club holds the lease or licence with Landowner	Club holds the lease or licence with Landowner	Operator holds the lease, licence or contract with Landowner
Operations	Delivered by volunteer committee	Typically, a professional coach or management company manages the facility on behalf of the clubs which retains its tenure with the landowner Someone/an entity is paid to operate all or aspects of the facility, but still a committee in place	Commercially operated facility which typically involves paid operational and coaching staff to deliver tennis and additional facility offerings (i.e., café) No committee in place

Pros	• Both club and coach work hand in hand with the club to drive participation and have a clear pathway Fee to the club for use of facilities • Community feel, representative of community	• Increased community access and program range • Club not responsible for operational costs • Club relinquishes day to day operations, less volunteer workload	• Professional operation • Increased accessibility - although less an issue with BAC • Maximises participations opportunities
Cons	• Can be difficult to financially fund capital works • Volunteer workload	• Added layer of operation (club, coach, management company, council) can confuse communication	• Can lose the community connection • Quality of tennis program can be impacted • No committee to represent views of the community

46. Tennis Victoria describes Mayors Park Tennis and Netball Centre as a 'hybrid' of the Club/Coach and the Commercial Operator models.

47. Tennis Victoria summarised the current status of the facility as follows; *"The current operations at MPTNC are considered healthy and achieving strong outcomes for tennis at venue across coaching, court hire and club-based programming".*

Options

48. Based on advice from the State Sporting Association, Tennis Victoria, Officers believe there are three potential options for management of Mayors Park Tennis and Netball Centre:

49. **Option 1 - Club/Coach Model (not recommended)**

(a) CHTC would manage the facility under a Crown Lease Agreement;

(b) Tennis coaches would be appointed by CHTC and hold an Agreement directly with CHTC;

(c) CitySide Sports and/or other commercial operators would be allocated court space, with access requirements outlined in the CHTC Crown Lease;

(d) CHTC would receive revenue from casual court hire;

(e) CHTC would take on all day-to-day operating and maintenance expenses and contribute annually to a sinking fund to be used for capital improvements; and

(f) Council would manage all capital works planning, delivery and the associated budget requirements.

50. **Option 2 - Operator Model (not recommended)**

(a) Council Officers would manage the facility;

(b) Council would conduct an open Expression of Interest (EOI) process inviting sports clubs and organisations with an interest in utilising and hiring Mayors Park Tennis and Netball Centre for the accepted purposes/uses of the site;

(c) Sports clubs and/or other commercial operators including CitySide, would enter into Hire Agreements to book court and pavilion access for competitions and club activities;

(d) Tennis coaches would be appointed by Council under an Independent Contractor Agreement;

(e) Officers would coordinate all operations and maintenance at Council's expense; and

(f) Council would manage all capital works planning, delivery and the associated budget requirements.

51. **Option 3 - Hybrid Model (recommended):**

(a) Council Officers would manage the facility with specific responsibilities designated to CHTC as the sole not-for-profit sports club tenant;

(b) CHTC would enter into a Crown Licence Agreement with Council;

(c) CHTC would have designated court space allocated for competitions and social programs, as agreed under the terms of the Crown Licence;

(d) Tennis coaches would be appointed by Council under an Independent Contractor Agreement;

(e) CitySide Sports and/or other commercial operators to enter into Hire Agreements with Council to book court space for competitions;

(f) Officers would coordinate all maintenance at Council's expense, with input from tenants; and

(g) Council would manage all capital works planning, delivery and the associated budget requirements.

Option assessment

52. Officers do not recommend Option 1 (Club/Coach Model) and do not believe CHTC has demonstrated the ability to manage the facility, or that they are best placed to deliver on the Council objectives, including the development of positive and productive relationships with key stakeholders.

53. Officers do not recommend Option 2 (Operator Model) as this would require an open EOI process, which would open the management to a range of providers – potentially community based or commercial operators – and would potentially lead to the exclusion of CHTC, which would fail to acknowledge the extensive historical connection that CHTC has with Mayors Park Tennis and Netball Centre.

54. Consequently, Officers believe the best outcome for Mayors Park Tennis and Netball Centre would be realised by retaining the current management model (Hybrid Model) – Option 3. Officers note, Tennis Victoria summarised the current operations at Mayors Park Tennis and Netball Centre as, "… *healthy and achieving strong outcomes for tennis at venue across coaching, court hire and club-based programming*". This management model is supported by other stakeholders, including Cityside Sports and Racquet Lab, who have operated for the facility under this model since 2019. Further, CHTC reports member satisfaction rates generally exceed 90% in most areas, indicating strong levels of satisfaction with the current management structure.

CHTC Management proposal

55. CHTC submitted a management proposal to Council on 21 September 2022 - refer to Attachment 1: *CHTC Management Model Proposal*.

56. On 27 September 2022, Officers met with CHTC and Tennis Victoria to discuss details of CHTC's preferred management model.

57. After reviewing the details of CHTC's proposal, Officers note the following:

(a) CHTC provide two options for future facility management, indicating a strong preference for Option 1, which is a variation of the Club/Coach Model;

(i) Option 1 – Club Manages Facility (recommended); and

(ii) Option 2 – Council Manages Facility (not recommended);

(b) CHTC does not support Option 2, stating that if Council is to continue to manage the facility, the club will be forced to change their membership structure and reduce membership numbers by approximately 50% (from 546 to 276 members), to reduce the workload on the club committee. Officers do not see any evidence to support CHTC's claims. Further, Officers do not believe CHTC's rationale reflects sports club norms and practices, or Council's participation objectives, and would not be considered a positive outcome for the community;

(c) Based on CHTC's statement that club membership numbers would be halved should Council continue to manage the facility, CHTC have provided figures to show that the overall court usage would reduce from 60-65% to 30-35%. Again, Officers do not believe there is any evidence to support this assumption. Officers note, however, that should CHTC membership reduce by ~50%, it would result in less club members using the courts free of charge but would provide casual community members the opportunity to gain more access to courts, noting these users pay a casual, per hour rate;

(d) CHTC propose a budget of $78,000 per annum to pay a 'Caretaker' and a budget of $38,000 per annum to pay a 'System Administrator', which Officers do not believe is necessary, nor warranted;

(e) In Chart 5, CHTC show that member satisfaction rates generally exceed 90% in most areas, indicating that there are very few concerns with how the facility is managed;

(f) In Chart 7, CHTC have indicated they offer 21 programs; Officers note five of these are delivered by Racquet Lab as part of their coaching program, while others are pre-established casual hire groups, which are referred to as CHTC social programs for logistical purposes;

(g) In Chart 8, CHTC show that annual court utilisation of 60% is the highest on record for the facility, and state that, *"The club created most of the growth, followed by public court hire".* While not discrediting the contribution made by CHTC in growing their membership base, the statistics provided show that there has been a noticeable increase in court utilisation since Council funded the installation of the Book a Court management system in 2019. Further, it should be noted that there is a strong incentive for casual players to join as a CHTC member as it provides a much cheaper alternative than paying for casual hire of the courts (the costs of an Adult CHTC annual membership equates to less than seven (7) hours of court use, if paying as a casual user, or less than four (4) hours for off-peak membership);

(h) The CHTC management proposal indicates it would improve/increase court utilisation and capital investment, without providing an explanation for how this would be achieved;

(i) Additionally, no information was provided on how CHTC would work collaboratively with stakeholders, including Council, to support their proposed management model and maximise community benefit; and

(j) CHTC has indicated that Option 1 would include club management of capital projects, which is inconsistent with management practises at other Yarra sports facilities and is not supported by Officers.

Community and stakeholder engagement

58. The community was engaged in consultation in February and March 2019, prior to the change in management model. Asked how the City of Yarra could best offer support into the future, the response was overwhelmingly related to ensuring fair access to courts, an improved facility management arrangement and booking system.

59. CHTC, CitySide Sports and Racquet Lab have been engaged throughout the process as the three key stakeholders currently operating from Mayors Park Tennis and Netball Centre. All stakeholders have contributed vital feedback for the development of this report.

60. CHTC have provided a preferred management model for Council consideration. Refer to Attachment 1 – *CHTC Management Model Proposal*.

61. Racquet Lab have provided feedback on their preferred management model, which is a desire to maintain a level of separation between themselves and CHTC, due to the challenges they have experienced in the relationship. Refer to Attachment 3 – *MPTNC Coaching Statement - Racquet Lab.*

62. CitySide Sports have outlined their preferences to maintain the current Hybrid management model at the site in Attachment 4 – *CitySide Sports Reference Letter*.

63. Fitzroy Tennis Club have provided a reference letter for Racquet Lab, having used their coaching services since 2018. See Attachment 5 – *Racquet Lab Reference Letter – Fitzroy Tennis Club.*

64. Officers have also engaged Netball Victoria to understand the level of interest they have in the operations at Mayors Park Tennis and Netball Centre. Currently, the priority for Netball Victoria in Yarra is to establish strong netball programs at the new Fairlea site at Yarra Bend, and at Ryan's Reserve. However, Netball Victoria would be interested in exploring further opportunities in future, such as a netball club presence and/or the potential to use Mayors Park Tennis and Netball Centre as a club training venue.

Policy analysis

Alignment to Community Vision and Council Plan

65. Council Plan 2021-25: Objective two, Strategy 2; Objective four, Strategies 1 and 2; Objective 6, Strategies 3 and 4.

Climate emergency and sustainability implications

66. Sustainable asset management principles should be considered in the decision on a future management model for Mayors Park Tennis and Netball Centre.

67. An upgrade of court lighting from metal halide to LED is planned once this infrastructure reaches the end of its useful life.

Community and social implications

68. The proposed management model is designed to enable harmonious management of the facility, whilst maintaining high levels of participation.

Economic development implications

69. There are no anticipated economic development implications.

Human rights and gender equality implications

70. Inclusion and diversity is identified in the Allocation Framework Criteria within the Yarra Sportsgrounds and Facilities Allocations Policy; this Policy informs the KPIs for sports clubs utilising these facilities. This should also be a key consideration when determining the most appropriate management model for Mayors Park Tennis and Netball Centre to ensure people of all genders have an equal opportunity to access the facilities.

71. Stakeholders are required to provide Council with participation figures on an annual basis and work to achieve KPIs, including participation targets.

Operational analysis

Financial and resource impacts

72. In the 2021/22 financial year, Council received $100,935.65 in revenue from hirers at Mayors Park Tennis and Netball Centre. This includes revenue from CitySide Sports, casual court hire, Racquet Lab and CHTC.

73. Expenses including utilities and maintenance, totalled $58,139.43, resulting in an operating surplus of $42,796.22. Operating costs do not factor in Council's corporate overheads, or Officer time, which has not been insignificant.

74. The three management models presented as options all have varied impacts on the financial viability of the facility. The following revenue and expense lines would need to be considered as part of this process and delegated appropriately:

    (a) Revenue:

        (i) CHTC facility hire fees;

        (ii) CHTC sinking fund towards capital improvements (if necessary);

        (iii) Racquet Lab / tennis coaching provider Independent Contractor Agreement fees;

        (iv) CitySide Sports / netball provider court hire fees; and

        (v) Casual court hire income;

    (b) Expenses:

        (i) Building maintenance (reactive and scheduled);

        (ii) Tennis court and net maintenance;

        (iii) External grounds maintenance;

        (iv) Utility bills;

        (v) Book a Court management system and associated infrastructure; and

        (vi) Cleaning costs; and

    (c) It is proposed that Council would continue to manage all capital works planning, delivery and the associated budget requirements regardless of the management model in place.

Legal Implications

75. Whilst acting as the Committee of Management at Mayors Park Tennis and Netball Centre, Licence Agreements must receive approval from DELWP.

76. CHTC, Racquet Lab and CitySide Sports all hold public liability cover ($20 million).

77. All individual casual court hirers must use the Tennis Australia booking system to book court access, which provides them with cover under Tennis Australia's public liability insurance.

78. Council's management of Mayors Park Tennis and Netball Centre constitutes normal course of business; therefore, public liability for patrons is also provided via Council's current insurance arrangements.

Conclusion

79. Officers believe the best outcome for Mayors Park Tennis and Netball Centre can be achieved by maintaining the current management model (Hybrid Model). This would ensure that a club that has been operating at Mayors Park Tennis and Netball Centre since 1929 maintains an historical connection with the facility and local community. Additionally, the local community and membership base would not be negatively impacted or, in fact, notice any material changes to current arrangements (i.e., ostensibly, Officers are proposing that there would be no significant change to court and pavilion access, and fees and charges).

80. Officers acknowledge that COVID-19 has made normal operations difficult; however, since normal operations have resumed, and as outlined in paragraph 35 above, Officers have concerns about CHTC's performance against the established KPIs, and do not believe CHTC has demonstrated that it is a club that is well placed to manage Mayors Park Tennis and Netball Centre, or that they are best placed to deliver on Council's objectives at the site.

81. Officers note there is no evidence that a change of management model would result in improved relationships between stakeholders; nor that this would increase participation in tennis or netball.

82. Tennis Victoria are supportive of a range of management models and suggest that each tennis facility across Victoria should be assessed individually to determine the most appropriate management model to support the continued growth and development of tennis.

83. Officers do not recommend the Club/Coach Model (Option 1) or the Operator Model (Option 2) due to the issues outlined in this report.

84. Consequently, Officers recommend maintaining the current hybrid model at Mayors Park Tennis and Netball Centre.

RECOMMENDATION

1. That Council:

   (a) acknowledge the significant contribution of volunteers towards the continued success of community sport in Yarra, including through the efforts of the CHTC committee;

   (b) endorse the proposed hybrid model of management for Mayors Park Tennis and Netball Centre (Option 3 in this report), to be managed by the Recreation and Leisure Services Branch; and

   (c) supports the development of new agreements with key stakeholders, Clifton Hill Tennis Club, Racquet Lab Pty Ltd and CitySide Sports, which reflect these arrangements.

Attachments

1⇩ Attachment 1 - CHTC Management Model Proposal

2⇩ Attachment 2 - CHTC KPI 2021-22 Report

3⇩ Attachment 3 - MPTNC Coaching Statement - Racquet Lab

4⇩ Attachment 4 - CitySide Sports Reference Letter

5⇩ Attachment 5 - Racquet Lab Reference Letter - Fitzroy Tennis Club

Clifton Hill Tennis Club
(Est. 1929)

Clifton Hill Tennis Club

The Peoples Tennis Club

Proposal

Club to Manage Mayors Park Facility

For better community outcomes

21 September 2022

Approved by the full Committee

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

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Approved by full Committee of Clifton Hill Tennis Club

Executive Summary

Clifton Hill Tennis Club (CHTC) was incorporated in 1929 and for nearly 70 years successfully managed the pavilion and facility at Mayors Park. Like so many other clubs, CHTC ran into problems in 2000 when it did not have enough money to carry out necessary capital works on dilapidated courts.

From 2001 to 2019 the Council implemented at least two different management models where the club was not responsible for the facility. This resulted in poor community outcomes and an underutilised asset.

During 2019 the Council transitioned the management of the facility to a hybrid Council-Club model with the hope that the management would be handed to the club after a 12-month transition. During the past three years the co-management model has proved unsustainable due to external events and Council expectations of volunteers.

There are a number of reasons why a change to the model is essential:

- User experience:
  - To improve reliability of the court lights and upgrade them to meet club competition standard
  - Faster response to safety and maintenance issues
  - Improved response to systems issues and processing refunds
  - To continue to deliver a range of membership packages that maximise accessibility and participation.
- Demographic & Technology Trends:
  - Rectify problems with technology automation
  - Integrate technology to deliver an environmentally sustainable club of the future
  - Improve engagement with more demanding members and facility users
  - Increase the popular partnership programs with local traders.
- Volunteer Sustainability:
  - Reduce the huge workload of committee members
  - Attract more people to the committee and volunteering roles
  - Address long-term sustainability of the committee via new election procedures.
- Financial/Ratepayers:
  - Reduce reliance on ratepayers to maintain facility
  - Rely less on Council funding and grants to upgrade courts and the facility
  - Maintain low membership fees to make facility accessible to all sectors of the community.

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

The club recommends that Councillors adopt Option 1 to:

- Improve community participation
- Improve environmental outcomes
- Ease the financial burden on ratepayers
- Improve stakeholder relations
- Improve relations with Council
- improve the utilisation of the facility and
- improve the experience of all users

The following table outlines a summary of the outcomes to be achieved with Option 1 and what may happen if Option 1 is not approved.

Table 1: Summary of Outcomes

Perspective	**Option 1 – Club Manages Facility** Club Recommended Option	**Option 2 – Council Manages Facility** Alternative Reality
Community outcomes	• 12,000 tennis playing hours • 15 programs all open to the community • 5 All Ability Access (AAA) programs • 1 free program • Free Holiday Passes for social housing residents – Live Wires	• 6,000 tennis playing hours • 7 programs, but not open to the community • No AAA programs
Environmental outcomes	• Immediate 70% reduction in energy costs and greenhouse emissions • Continue recycling initiatives - balls and equipment	• Waste continues: court lights on when there are no bookings • No recycling programs
Ratepayers' outcomes	• Average loss of $45,000 per annum to run facility • Unit cost of $2 per hour of play	• Average loss of $178,000 pa • Unit cost of $16 per hour of play
Members' outcomes	• Quality experience • Reliable court lights • Affordable membership • Diverse and vibrant programs • Sense of belonging Initiatives	• Court lights do not meet club competition standards • Unreliable lights and long outages • 40% more expensive membership • Limited number of programs
Stakeholders' outcomes	• Improved response to issues • Improved collaboration regarding court usage and programming	• Status quo – netball stakeholder continues to be short-changed as just one example
Facility utilisation	• 60-65%	• 30-35%

Returning the management of the facility to CHTC is part of our strategic plan (See Exhibit A) and is not only financially prudent but is a far superior option on all community measures.

Approved by full Committee of Clifton Hill Tennis Club

Background

The Club was established in 1929 as an independent and autonomous club. It operated successfully for 70 years. Due to years of underinvestment by Yarra Council, the club could not fund the necessary court improvements.

In 2007, a club re-development program added 2 multi-purpose hard courts to the facility and upgraded the four poorly maintained clay courts to synthetic grass. At this time, the Council also went against the wishes of the club and appointed a centre manager.

From 2007 the facility experienced a number of challenges. The for-profit manager benefitted at the expense of the club and the wider community. The council, with no management experience, could not see the conflict of interest it had created by having the head coach also run the facility as the centre manager.

Aggressive and disrespectful behaviour from the manager frustrated members, especially women, and membership numbers dropped to 90, the lowest on record. Council ignored complaints regarding access to courts and community participation also fell to its lowest on record. Despite numerous complaints, council officers continued to renew that contract two more times.

In 2015-16 the club took a different approach and rather than make complaints to the Council, it started gathering data to substantiate claims that Council officers were not doing enough to tackle the issues around court access and protecting committee and members' rights.

The club asked the Council to provide historical operational data and maintenance data about the facility, data that the Council was contractually obliged to collect from the for-profit manager. Nothing was available. The club proved that the centre manager was exceeding the coaching quota and not complying with the club's allocation of courts as specified in the contract.

In 2018 the committee also presented the Mayor and Councillors, in a public forum, with a series of behaviour complaints that Council officers had not tackled. Most of these complaints remain unresolved. The Councillors ordered a review of Mayors Park to mark the 10th anniversary of the centre manager management model as a way to better understand the situation.

Despite CHTC membership fees being the cheapest within the 5km radius of Mayors Park, membership numbers still only hovered between 150-200. Attempts by the club to put on programs were often met with hostility by the centre manager, who controlled the court booking system. The Council did not have the courage to deal with the ongoing conflict. For example, in 2019 the centre manager refused to book courts for Club Championships, council were unsuccessful in resolving the issue and the committee and members had to resort to booking courts individually to facilitate the event.

That review finally led to a change in the management model and a replacement of the head coach effectively from August 2019 and October 2019 respectively.

Approved by full Committee of Clifton Hill Tennis Club

Before the 2019 decision by Council, the club raised with officers ideas to replace the old booking system with the Book-a-court system. A number of committee members had attended training sessions in 2017-2018.

The committee also discussed in 2019 replacing the fixed nets with mobile nets on Courts 1 & 2 to deal with regular snapping of the net cables.

Our ideas were eventually adopted by Council.

Outsourcing lessons

- Low membership fees are not enough to attract members
- Council's Recreation Team is too remote and not motivated to regulate stakeholders
- Council officers are generally too slow to adapt to changing demographics and trends.
- Council bears full responsibility for the poor community outcomes from 2007-2019.

2019-2022 Transition Period

After the August 2019 decision the facility faced a number of challenges. A lightning strike in January 2020 knocked out the automation systems of gate opening and court light activation. This was followed by five pandemic closures during 2021 through to September 2022. The committee workload increased as a result of manual workarounds and compliance with government health procedures. We kept our membership promptly informed of the restrictions, safe practices and guidelines while the Council struggled to keep pace. At times public users operated under different guidelines from the club community. For example, playing doubles when only singles was allowed.

During this period, it became evident that technology and automation is an important aspect of reducing the load on volunteers but it requires effort to ensure that the systems are capable of delivering the efficiencies. Issues included gate pin codes not working, members booking accounts that default to public users, issues with refunds, email changes, odd price charging and intermittent issues caused by communication outages between the host and central servers.

The club automated membership for 2 months but it quickly became untenable. The club had limited access to payment information as Council held the STRIPE payment gateway. This created more work for the club to claim money generated by memberships and public programs.

It was also very clear that the obligations proposed by the Council that the club perform functions such as having complete responsibility for cleaning the facility could not be met when three other major stakeholders were also using the facility.

Approved by full Committee of Clifton Hill Tennis Club

Transition Lessons

- Council expectations of the club committee were unreasonable and too demanding.
- Council mismanaged a number of public safety issues.
- Council expected the club to form relationships with other stakeholders who had other priorities and were focused on their contractual relationships.
- Other stakeholders frequently made business decisions to the detriment of the community. Council was not even aware of the breaches of the community obligations.
- Club regularly told the Council that instructions regarding the booking system were confusing, outdated and should be corrected. The instructions remain confusing despite these efforts.

Approved by full Committee of Clifton Hill Tennis Club

Imperative for change

The total effort of club volunteers at Mayors Park, as a result of Council's demands, is nearly 6,000 hours annually. An estimated 1,235 hours of tasks expected by Council cannot be filled.

Table 2 shows the effort required grouped by committee member, non-committee volunteers and tasks that were expected of the club but not fulfilled because the club does not have the resources.

In 2018 the total effort by the committee on club-related activities was approximately 1,809 hours. This has increased by more than 2,000 hours in 2022. Another 1,235 hours expected by Council outlined in the contract could not be undertaken due to a lack of resources. Non committee volunteer effort has marginally increased from 747 to 789 hours.

Table 2

Club	2018 Effort Hours	2022 Effort Hours
Committee Members	1063	3817
Non Committee Volunteers	747	778
Expected/Unfulfilled Task	0	1235
Total Effort (hours)	**1809**	**5829**

Committee effort has increased as a result of additional programming commitments and adding services to improve the membership experience. Due to limited courts being available at the peak times of mid-week evenings (netball programs take one-third of the courts) the club introduced innovative solutions to manage member expectations, increase member numbers, and ensure facility utilisation remained high. We also increased the number of social programs, expanded the social competition and tested a number of initiatives to improve participation and community outcomes.

The expectation from Council needs to be reset. The level of effort expected by the Council for a tennis club operating with multiple stakeholders is unsustainable.

The club encouraged members to do more, for example around cleaning, but they are reluctant when most of the mess is generated by participants of other stakeholders.

Table 3 outlines the two management options.

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Options Available

Table 3: Management Options

Option	Council Responsibilities	Club Responsibilities
Option1 Club to manage facility	• Council to administer a standard tenant/landlord contract • Council responsible for capital works • Netball rights to be included in specials conditions of the contract	• Club to operate Book-a-court and STRIPE account • Club to generate all income and organise a caretaker and office administrator • Club responsible for all operational costs • Current coach contract renewed for 12 months with new KPIs • Club to continue to offer open programs to community • Club to upgrade metal halide lights to LED and install new court screens within the first 12 months • Club to contribute $100,000 to refurbishment of courts 3-6 in 2026-27
Option 2 Council to manage facility	• Council to generate all income • Council responsible for operational costs and capital costs • Council continues to appoint stakeholders • Council responsible for scheduling, releasing courts and dealing with all systems, booking and account issues • Council to implement an online issue tracker as a more efficient communication method to record and manage issues and repairs • Council to agree to minimum service standards	• Club to transition to a traditional club model with standard membership packages and programs • Club to pay an hourly peak fee for court hire each month based on Concession Rate 2 with some subsidies and 25% discount for byes and washouts • Club will be responsible only for maintenance of its own equipment

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Club Governance

Overview

Clifton Hill Tennis Club (CHTC) has traditionally occupied an important space in the evolution of tennis facilities in Australia. Few clubs are nearly 100 years old. CHTC occupies crown land, is governed by an elected committee and is managed by club volunteers.

CHTC believes that making membership affordable and implementing tennis programs that meet the active and social needs of its local community is the best way to encourage participation. Over the past six years the club has introduced an innovative membership structure and implement a diverse portfolio of social programs that are the envy of most clubs in Victoria. The club would be even more successful if the club was responsible for appointing the coaching staff as this would ensure and encourage greater collaboration between club and coaching staff.

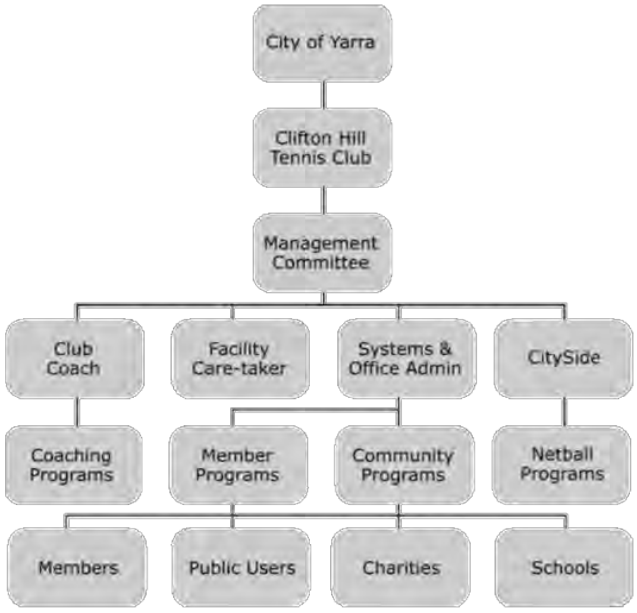
Administration and management of the facility is usually performed by club volunteers with a focus on the operational issues and strategic priorities.

Given the size of the club and complexity of membership and programming Clifton Hill Tennis Club must employ a caretaker and a part-time systems administrator to relieve volunteers of the extraordinary operational effort.

The following chart shows the operational model for the facility.

Operational Model

Chart 1



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Advantages and disadvantages of Not for Profit Club Management

Table 4

Advantages	Disadvantages
• Club remains in full control of the asset and management • Members/users of facilities have a voice in how the club's affairs are managed • Affordable fees ensure access to all community groups • Large community-based focus • Strong member connection to club • Volunteers donate their time and skills to the club • The appointment of full or part-time management with committee oversight has been very successful for FTC	• Difficulty in attracting volunteers if the work effort becomes too much • Possibility of a weak stakeholder relationship due to differing objectives and operational capacity • Limited scope of product and services meeting customer needs • Club retains commercial risk of operating the venue profitably

Skill set requirements

Facility caretaker

- Customer service skills
- Pavilion and court cleaning
- Conduct minor repairs and preventative maintenance programs

Systems/Office Admin

- Strong administrational skills
- Accounting and financial skills
- Customer service skills
- Marketing skills
- HR management skills
- IT Skills

Club Volunteers

- Accounting and finance skills
- Strategic planning skills
- Ability to foster stakeholder/council relationships
- Website and basic IT skills to utilise Tennis Systems
- Business plan/marketing plan development skills
- Strong administration skills
- Customer service skills

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Lease Considerations

Lease agreement should support the long-term viability of the club and the needs of the community.

Governance Considerations

One objective of the current committee is to ensure the facility is sustainable. This requires a number of changes:

- **Council to relinquish control of the booking system and club to operate its own STRIPE account linked to Book a Court (BAC):** The current situation, where the Council has the licence for the booking system and operates the STRIPE account, is inefficient and is an obstacle for opportunities to further automate membership and programs

- **Current governance practice where all committee roles become vacant at an AGM presents a risk:** We propose that the committee term is extended to two years between elections and that half of the committee positions, 50% executive and 50% non-executive, become vacant each year to retain continuity and coverage of key positions.

- **Club will make a number of changes to the Constitution to address sustainability risks.** The following changes will require a Special General Meeting vote from the membership:

    - Committee term will be extended from one to two years
    - Committee positions (President, Treasurer, Membership Secretary, Night Competition Secretary plus 50% of the General Category) will be vacated one year and in the next year the other committee members will be vacated at the AGM. This cycle will repeat every two years.
    - More General Committee Members
    - Holders of Junior, Social and Holiday Memberships will be deemed as Associate Members of the Club with no voting rights
    - The membership period will continue from 1st November to 31st October and rolling 12-month memberships and subscription memberships will be allowed.

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Management & Operational Structure

The management and operational structure is based on a detailed assessment of the workload of the committee during 2019-2022. During this time the club tried to execute the contract as best it could during a challenging time with facility closures and multiple changes to restrictions due to the pandemic.

The club committee is responsible for decisions related to implementing government and sporting association policy, the club's overall strategic direction to address changing demographics, social needs and trends of the local community. The committee also participates in decisions regarding programming, membership structure, caps and fees.

The execution of the programming is not the committee's role, but a committee member may champion or/and facilitate key programs that the club has agreed to implement. Some of these tasks are best done by other volunteers, contractors or paid staff appointed by the committee.

Currently the committee is the default caretaker and office administrator for its members. All other clubs that have implemented the Book a Court system have used funds derived from their facility to pay for a caretaker and systems/office administrator. CHTC is the only club not able to do this because of Council's role.

Under Option 1 the club will contract out the caretaker and systems/office administrator roles. This will reduce the total effort of the committee by 1,500 hours and will resolve the current shortfall in tasks not being performed, including pavilion and court cleaning, which equates to a further 1,200 hours. The following chart shows the change in effort with the assistance of these funded roles. All users will benefit from the caretaker role and systems/office administrator.

Chart 2



Attachment 1 - Attachment 1 - CHTC Management Model Proposal

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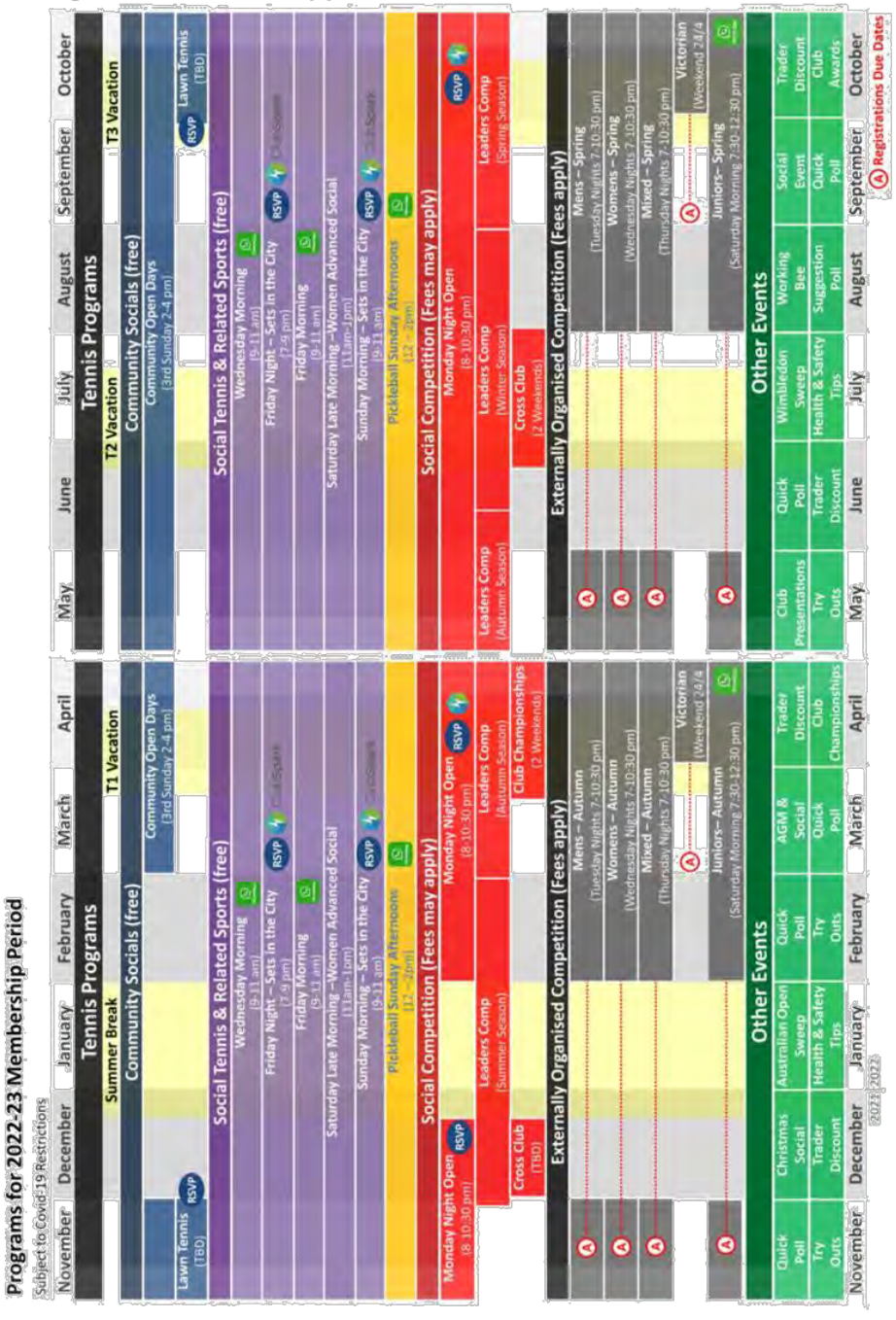
Programs offered

The following chart provides a summary of the programs to be offered by CHTC in 2022-23 under Option 1.

Chart 3: Program for new membership period



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A full description of the programs is included in the club's handbook, which is a comprehensive resource used by the membership. See Exhibit B.

Significantly, Clifton Hill Tennis Club has been a trailblazer in a number of initiatives.

- One of the first to implement a full range of social tennis programs
- the online Leaders Table Program was first developed at CHTC and is now implemented in a number of clubs.
- the first club in Australia to implement changes in membership structure that vastly improved participation with limited courts.

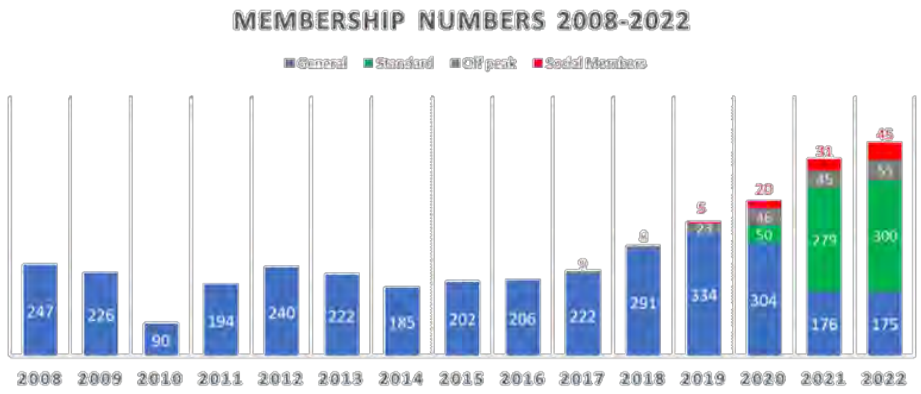
Other programs include recycling tennis equipment, Player Ability Ratings, Local Trader Programs, Open Community Sessions, Ball Machine Program and Pickleball.

Other clubs have added more courts when they have reached 75 members per court. CHTC is effectively operating at 135+ members per court.

FTC has capped out at a membership of 470 for six courts, based on the peak usage times of mid-week evenings, for 78 members per court.

The following chart shows our successful transition to an innovative membership structure. Note that all membership categories involve active tennis play.

Chart 4



With a membership of nearly 600 active members and facility utilisation of 60% for a six-court (four court at peak times) facility is one of the highest in Australia. CHTC has leveraged technology and management principles to go beyond what most clubs think is possible.

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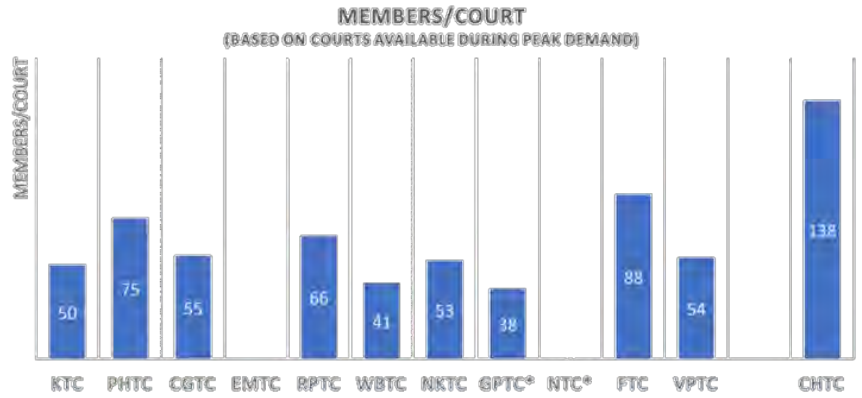
This is a great result for the environment and ratepayers as the Council does not need to build more courts to enable a greater number of people to play the sport. The following chart provides a snapshot of our performance regarding number of active members per tennis court for the benchmark cohort.

Chart 5



KTC=Kew TC, PHTC=Princes Hill TC, CGTC=Carlton Garden TC, EMTC=East Melbourne TC, RPTC=Royal Park TC, WBTC=West Brunswick TC, NKTC= North Kew TC, GPTC=Grace Park TC, NTC= Northcote TC (under construction), FTC=Fitzroy TC, VPTC=Victoria Park TC & CHTC=Clifton Hill TC.

Of particular note is Princes Hill TC (PHTC), where members pay for court lights. It has maxed out with 300 members. Carlton Gardens TC (CGTC), where members do not pay for lights, has maxed out at 220 members. Both clubs operate 4 courts and are considered too small to offer a full range of programs (See Chart 8).

With the exception of East Melbourne, Northcote and Victoria Park TC, all other clubs operate with the Book a Court system.

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Benefits to community

The benefit to the community is based on three factors:

- Affordable membership determines accessibility
- Programs that are broad ranging attract users to the club
- Other initiatives create a sense of belonging and help retain members

Affordability

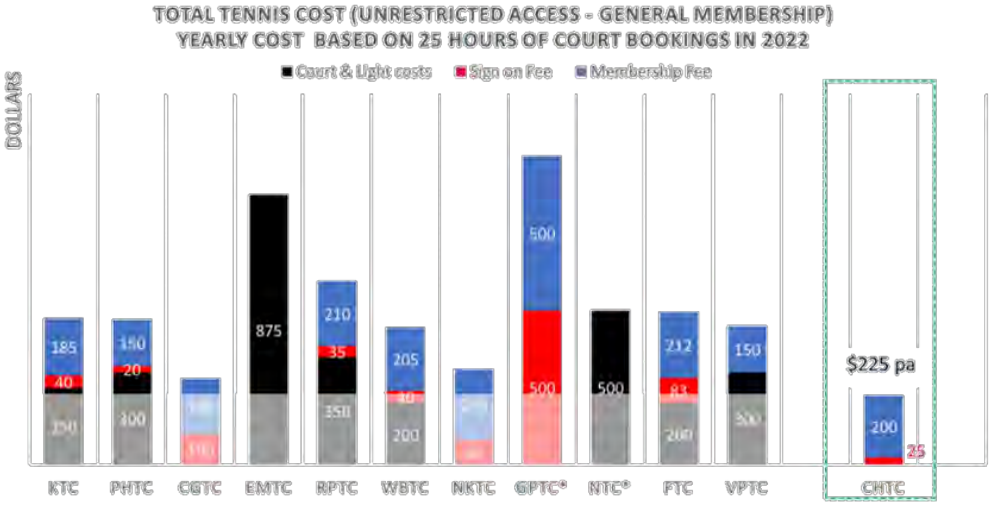
Affordability is more than just offering concession rates to people who have a valid health care card. Most people don't have a valid health card and tennis membership can be expensive. The club ensure affordability by offering a range of innovative memberships that suit different segments. The unrestricted access membership known as General Membership, is capped at 175 members and priced at a premium. The standard access membership has some restrictions, but costs less than a traditional adult membership. This is highly valued by our members. The off-peak membership offers value for money for those who can access courts during off-peak times.

Based on our most expensive membership package, CHTC is considered the best value membership of tennis clubs within 5km of Mayors Park. Our Standard membership package is 65% of the most expensive package and our off-peak membership is 45% of the cost of our General Membership or premium membership.

CHTC provides affordable membership packages which are highly valued by the community. The club also provide concession rates on some packages, group discounts and takes into account facility closures when no play is allowed.

The following chart provides a total cost of play for various clubs within 5km of Mayors Park.

Chart 6



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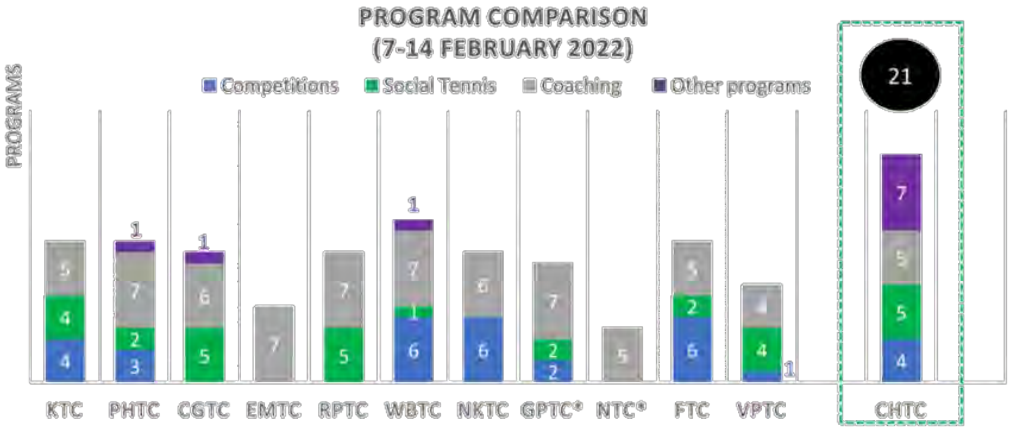
Program variety

Affordable membership is not enough to attract players. For example, during 2007-2016 CHTC offered the lowest membership rates within 5km of Mayors Park yet membership was stuck between 90-150 in total.

During 2015 the club operated a full complement of competition programs, but no regular social programs. From 2016 new programs and initiatives have been added as the club responded to community needs.

During a 2022 Benchmarking exercise Mayors Park operated 21 programs; four were netball and five were coaching. CHTC (the club) operated 12 programs. The next best club in the benchmark cohort was Fitzroy TC and Kew TC with each operating eight programs.

Chart 7



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Since February 2022 the club has added three more initiatives taking the total number of programs to 15. City of Yarra tennis players have also benefitted because Fitzroy TC has reacted to CHTC's renaissance and has added 3 initiatives, taking their total number of programs to 11.

CHTC now has 15 regular programs, of which five are All Ability Access (AAA) Programs:

- Monday night Social
- Wednesday morning Social – AAA Program
- Friday morning Social – AAA Program
- Friday night Social
- Saturday Women Advanced Social
- Sunday morning Social
- Sunday afternoon Pickleball Social – AAA Program
- Open Community Social – AAA Program
- Social Competition – Leader Table
- Tuesday night Competition
- Wednesday night Competition
- Thursday night Competition
- Pennant Competition
- Junior Competition
- Club Championships – AAA Program

Each social program is open to the community and some are free to local residents. Each caters for different levels of play and are administered differently based on player demographics.

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Sense of belonging

A full range of competition and social programs combined with affordable membership is important for the success of a club and goes a long way towards building a sense of belonging among members. We go further through additional initiatives that help improve tennis skills, open adult and junior pathways and keep members informed and connected to the club. Here are just a few things that we do that separates us from other clubs:

- **Annual Surveys:** This help the club understand what is working and what needs attention. Even when things work at a point in time, we aim to continuously improve programs
- **Quick Polls:** These allow members to engage on a broad range of tennis-related issues and stimulate debate. We sometimes use Quick Surveys to seek input into a policy or decision that tackles an operational problem
- **Regular and professional communications:** We issue around 300 emails each year using a sophisticated program to track performance and engagement. More information about how we segment content is available in the Handbook
- **Resources Handbook:** Members have access to a well written and illustrated handbook that offers a wealth of information regarding tennis play, equipment and etiquette
- **Shape Positive Behaviours:** We offer information about how to deal with tricky scenarios at the facility and also educate members on how to book courts and why it is important to cancel their bookings
- **Hitting Partner Program:** More than 70 members are registered with the hitting partner program. This helps single players find hitting partners and also make friends and valuable social connections
- **Outreach Social Programs:** We actively work with NDIS providers and other non-profit groups including Live Wires and the Youth Project, Social Health Australia and Women Shelter Groups to suggest programs that are suitable for their clients
- **School Programs:** Every quarter we send an invitation to local primary and secondary schools to attend an Open Community Tennis Social for free introductory tennis lessons and offer participants Holiday Passes they can use to play tennis during school holidays
- **Local Trader Programs:** We encourage local traders to become involved in the club and connect with members by offering a small discount on their services. They often support some of the programs we run during the year
- **Non-Tennis Competitions:** We organise an Australian Open Sweep. Winners are given Australian Open merchandise for predicting the Grand Slam champions
- **Non-Tennis Excursions:** We organise winery tours and restaurant events where members can get to know other members and socialise outside the facility
- **Social Events:** We host Christmas, Easter, AGM and Trophy Presentation events where members and non-members are invited and can connect with others. Complimentary food and games are offered, making for fun events.

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We collect and assess information on every program. For example, the Social Competition Program from July 2021 to June 2022 contributed 432 hours of play or 3.6% of total participation hours. Rather than look at the micro level details we offer an aggregate assessment regarding the community benefits the club has achieved.

We will use 2007-2019 as a baseline when the facility was outsourced to a contractor, a period of time during which Council Executive stated they were very happy with the arrangements.

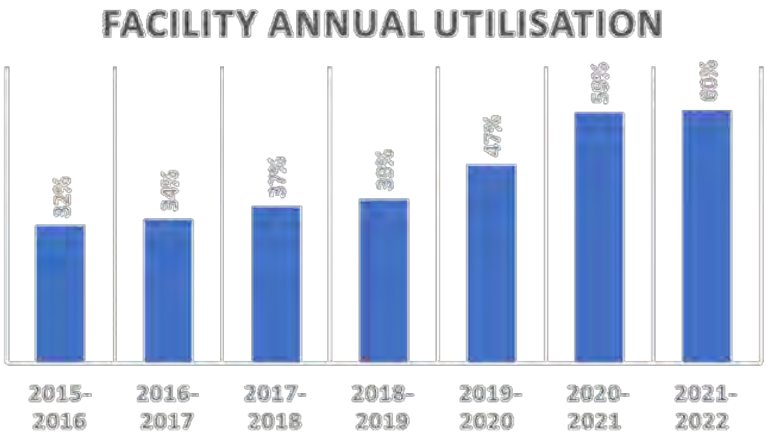
The data provided by Council is fragmented between 2008-2011.

Other data points were extrapolated based on actual information.

Between 2007 and 2019, the overall utilisation of the facility remained flat at 32% (10,600 hours of use). The club contributed approximately 4400 hours, coaching 3000 hours, netball 1800 hours, public hire 800 hours and 600 hours for other activities.

During the last financial year (July 2021-June 2022), the overall utilisation of the facility nearly doubled to 60% (16,700 hours) even though the facility was closed for 66 days because of the pandemic.

Chart 8



The club created most of the growth, followed by public court hire. This was influenced by the low court hire fees set by the Council as compared with peak court hire rate charged by Fitzroy TC. The club added an additional 5500 hours of community participation over the past three years. This membership period which ends in October will see a further 2,300 hours of new participation. The following graph depicts the club's track record with community participation.

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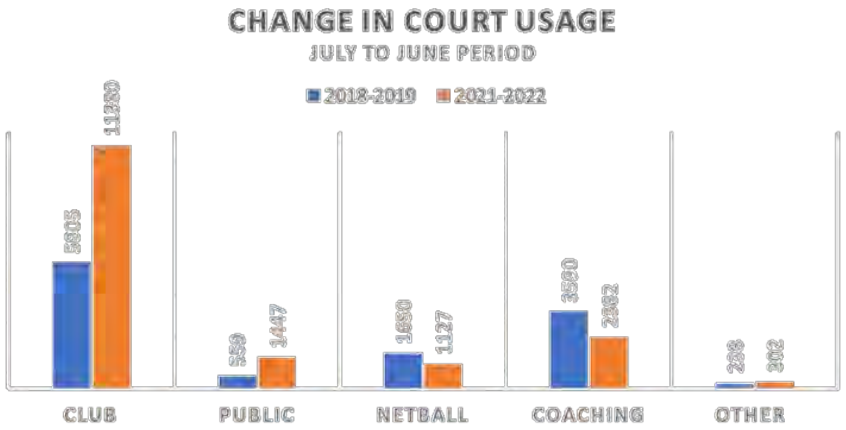
Chart 9



If the facility management returned to the club, the committee would continue with strategic planning initiatives to further engage the community and improve asset utilisation.

Alternatively, if Council delays the recommendation or recommends a continuation with the current arrangement, community benefits will be significantly affected.

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Court Lights – Special Disbursement 1

Court lights are fundamental to a tennis facility. The court lights were upgraded in 2007 when two multi-purpose courts were added to the complex. There are 36 1000W metal halide lights that have to be maintained. All lamps must be replaced every 2 years to reduce outages and maintain light quality because these lamps degrade quickly. This practice was not adhered to between 2007 to 2019.

The courts lights and associated infrastructure was to be assessed before 2016 when courts 3-6 were resurfaced. This audit did not take place. An additional audit was required around August 2019. This audit also did not take place.

During late 2019 and early 2020 a number of lights failed and OME parts were no longer available. Yarra Council's Recreational Team decided to replace the metal halide lights with LED lights concealed within the original metal halide housing. For a period of time some courts operated with a mix of metal halide and different coloured LED lights. Complaints about safety were made to the club due to dark zones created by the narrow reach of the LED lights on the playing zones. An audit commissioned by the Council demonstrated that the court lights were not suitable for club competition.

When the Council's Asset Management Department became aware of the modification to the original lights, they ordered the Recreational Team to return all five LED lights back to the metal halide lights. The Council no longer had the internal parts so placed a special order to have new metal halide boxes designed and manufactured. These new boxes are 30% larger in cross sectional area compared to the original boxes. When the club became aware of the oversized light boxes the club requested that the Council have a structural engineer issue a report that the poles were safe to use given the larger wind load, age of the infrastructure and the unknown level of corrosion and fatigue at base of the poles. The Council proceeded to replace all failed court lights without engineering approval. Despite a number of requests for structural engineering approval regarding the use of existing poles the club has not received any response from the Council.

They also stated there was no money in the budget for court lights to be upgraded and that the next opportunity to upgrade the lights upgraded was potentially in 2026-27, but still subject to funding. The upgrade could potentially not take place until 2036-37.

Council's approach is unacceptable for a number of reasons:

- **User experience will be hit hard**: Users will be playing in conditions that do not meet current competition standards for at least 4-5 years, maybe more
- **Court light reliability remains an issue**: Only 11 court lights have been replaced and the other 25 are expected to fail in the next 2 years
- **Condition of the court poles is a public safety issue**: The poles should be structurally tested given that they are now taking a larger wind load and their condition is not known. Banyule Council had one tennis pole collapsed in 2018 and more recently another northern suburb club reported a pole collapse to Tennis Victoria
- **Cost of maintaining existing light boxes will cost more than replacing them with LED lights:** The cost of each light box manufactured will cost more than each LED court light
-

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- **Energy wasted:** The prolonging of the metal halide lights is wasting energy and contributing to unnecessary greenhouse gas emissions. More than 70% (~$8000 pa) savings in electricity charges can be achieved by using LED lamps and synchronising bookings with light use.
- **YCC gold plating practices must stop:** The council needs to be realistic and look for innovative ways to extend the current asset to save money. Other Councils have taken a different approach to upgrading tennis court lights in recognition that money is difficult to come by.

If the club were successful with Option 1, we will be upgrading the court lights which will improve user experience, and resolve the poor competition standards, the court light unreliability and the waste of ratepayers' money.

The club will arrange for the poles to be inspected by an engineer and use non-destructive testing methods to determine the life of the poles. The club will arrange for reinforcement of the poles if required to extend their life for an additional 5-10 years.

It will then replace all 36 metal halide lights with 420W LED lights with a certificate of compliance that they achieve the minimum club competition standards.

The club will make available $100,000 to do this through a Special Disbursement via a vote by the membership. This will reduce the burden on ratepayers and the reliance on grant applications for a further 10 years. It will have an immediate impact on the quality of play and user experience and reduce the energy costs and greenhouse emissions by at least 70%. The lights will also improve the reliability of court lights and significantly reduce high maintenance costs associated with the current metal halide lights.

If we are unsuccessful with Option 1 or the decision is delayed, the Council will need to replace an additional 25 metal halide lights at a significant cost to ratepayers and users will continue to be frustrated by delays in repairing outages and ongoing poor quality. Already we have had complaints by visiting competition teams that the facility's lights pose a risk to the safety of players.

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Resurfacing Courts 3-6 – Special Disbursement 2

In addition to tackling the issue of the court lights in 2022-23, the club will contribute a further $100,000 towards the resurfacing of courts 3 to 6 via a second special disbursement and subject to a vote from the members.

We will continue to contribute funds provided that the club maintains a healthy balance sheet and an ongoing revenue stream.

We can also assist through putting in place more competitive procurement practices that can reduce the overall cost to Council and ratepayers.

We have become aware of some exorbitant costs incurred by Council for works performed at the facility.

For example, the Council has estimated it will cost $850,000 to resurface courts 3 to 6. The quote to resurface the synthetic courts including remedial works to substrate was recently given by TigerTurf, the same company that supplied the synthetic grass at Mayors Park in 2016-2017 for a cost of $145,000 to $160,000. Allowing for inflation of 3% per annum for the next four years the estimated cost should be no more than $180,000 for the highest-grade synthetic grass product called Advantage.

This example highlights that financial waste by the Council will become a public interest issue. Ratepayers will not tolerate these practices from a Council that is already heavily in debt.

For our evaluation of the options, we have conservatively estimated the cost of resurfacing courts 3-6 at $200,000, of which the club will pay half. If there is no money available in the Yarra Budget the club will delay the resurfacing of courts 3-6 until we have enough money in reserve to undertake the work ourselves, whichever comes first. The delay based on current forecasts is no more than 2 years or by 2027-28. The facility needs to be maintained at a reasonably high quality to keep the community strongly engaged for years to come.

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Stakeholder Management

In this section we will explain how the club will manage major and minor stakeholders of the facility in Option 1.

Major Stakeholders

The council, tennis members, netball users, coaching and public users are the major stakeholders of the facility.

Council

We propose that a Council Officer be present at committee meetings during the first 12 months when the club has full control of the facility. This will provide additional transparency and Council can provide their views on specific issues or opportunities. We expect that Council relationships will improve as more responsibility is transferred to the Club Committee.

Tennis Members

A caretaker will be available at some hours after 5pm on weekdays and can address questions from users. The caretaker will also monitor courts during this time and verify "no-shows" so that the office administrator can provide members with more information regarding the importance of cancelling and booking courts.

Netball users

CitySide is a for-profit organisation that operates netball competitions at a number of metro locations in Melbourne. They operate from 6pm to 11pm Monday to Thursday.

The organisation has told us that they value having a person available to contact if there is a problem at the facility. They can never get in contact with the Council, which only operates office hours. The netball organisation has the contact details of some committee members, who always help out when contacted. The netballers have told us that the surface on court 1 remains a safety issue, that court light outages on court 2 were very frustrating and that the response from council was disappointing. In fact, they are still waiting for the Council to tackle the safety issue on court 1. The netballers were so frustrated at the lack of response from Council's Recreation Team that they placed a temporary plate over the surface fault in January 2022.

The club will formalise the relationship with CitySide but the caretaker will be the primary contact for reporting facility or safety problems and implementing solutions.

If anyone wants to cancel or book courts, they can contact the office administrator, who can provide this service after hours remotely. If queries relate to new programs or initiatives, they can contact designated committee members.

The committee will have regular calls with the site manager to maintain good relationships and continue to build trust.

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Coaching

As stated by Tennis Victoria, 'A strong club and coach relationship is integral to the success of your club. Together the club and coaching group can drive participation and engagement, and add value to members and potential members. Coaches are an integral element of successful tennis club operations.'

Under Option 1, the club intends to continue with the incumbent coach.

The club plans to lean heavily on Tennis Victoria's recommendations for managing coaching services.

1. The club will request assistance from Tennis Victoria throughout the process of setting up the agreement with the coach.
2. The club will utilise the Tennis Australia Coach Agreement Template as the basis for its agreement with the coach.
3. Key terms, fees, responsibilities, and service requirements will be set for both the club and the coach.
4. Tangible and auditable KPIs will be set so that performance expectations and success measures are clear.
5. The coach will be required to provide quarterly reports on progress of the coaching services in relation to the KPIs and objectives outlined in the agreement.
6. A coach liaison will be appointed by the club to manage the relationship with the coach and to allow for open, two-way communication.
7. The head coach will be invited to attend committee meetings.
8. A formal review process will be run on a yearly basis.

Public users

There are nearly 4000 users of the facility, of which nearly 1200 are active non-members and 600 are active members. Most of the court litter is created by non-members who do not understand the terms and conditions of use. The council has made little effort to engage with them about this information.

The club will install an Entrance Board with Terms & Conditions to better manage the expectations on all users. The club will also make use of the contacts within the booking systems to proactively manage communications which relate to facility disruptions (system outages) and facility restrictions or closures related to any ongoing pandemic.

This will improve engagement, safety and user experience of all tennis players using the facility.

Minor stakeholders

In addition to major stakeholders the facility caters to a number of local and private schools, charity groups and social organisations.

The club will make it easier for minor stakeholders to book courts and change bookings. These bookings can be made via a Google form or directly with the office administrator.

Approved by full Committee of Clifton Hill Tennis Club

Council Fees

Option 1

With Option 1 the council fees should be consistent with other tennis clubs in the Yarra LGA, with an adjustment based on the size of the facility and the number of public programs available to members and non-members. The club will pay the Council a fee of $5000 annually adjusted for CPI. In addition, the Club will contribute $5000 per annum to a capital fund for lifecycle replacement costs of items. From time to time the club will also make Special Disbursements for large capital expenses.

The following Special Disbursement are planned under Option 1:

- 2022-23: $100,000 towards LED light upgrades, pole reinforcements and new privacy screens
- 2026-27: $100,000 towards the resurfacing of courts 3-6, subject to the health of the club's balance sheet.

The Council will also benefit from a more competitive procurement process managed by the club which will help lower the burden on ratepayers.

Option 2

Under Option 2, the hourly court hire rate as set out by Budget 22/23 is $6.35 per peak hour for a not-for-profit group or registered Yarra club.

A performance subsidy is applied to this fee to recognise the ability of the club to put on junior and adult programs that benefit the local community. Junior programs are heavily subsidised by the club and Council should not impose a cost on the club to support these programs as they benefit the community. This should be no different from schools within the Yarra Council, which are not charged for the use of courts at Mayors Park.

There should also be a 25% discount on the fee because of the fact that programs often have to be cancelled or are washed out. This will reduce the administration burden of recording and applying washouts to charges. We expect the club will be paying between $2.83 (based on extrapolation from the last contract) to 3.87 (based on Yarra Council's 2023 budget with performance subsidies) per peak hour of court use or approximately $17,800 to $24,000 per annum. This is for a full-service fee to the club.

Approved by full Committee of Clifton Hill Tennis Club

Benefits to Ratepayers

All tennis facilities cost councils money to operate. CHTC believes that the club managing the facility will minimise the operational and capital burden on council and be in the best interest of ratepayers.

In 2022 the Council generated about $100,000 in revenue from the facility and this is likely to increase to $150,000 in 2023 if the facility operates continuously for the full year. However, the Council has not factored in the real cost of operating the facility. Under Option 2, the Council will be the venue manager. It will therefore need to employ an additional 2-3 people to cover the 15-hour a day, 7-day a week coverage, which would make the facility unprofitable. This would be an enormous burden on ratepayers, especially if the facility is underutilised.

We have requested operational and capital costs of the facility, and we have also noted that the figures provided to Councillors are incomplete and misleading. We have asked for the current labour cost by council officers assigned to the facility but these have not been provided. We estimate that the current effort by Council is a total of 0.8 FTEs and conservatively estimate the indirect costs for the Council to be around 25%, which is the average between 15% and 35% for local government corporate overheads. These numbers are used in the financial evaluation of options. They are not particularly sensitive to the broad evaluation, which is more dependent upon the capital deferment and investments and timeline.

There are also problems with the classification of cost by the council, which is inconsistent with the Australian Taxation Office practices. Some of the costs should be depreciated over time instead of being fully allocated as an operational cost. In contrast, the club would comply with ATO practices with respect to expenditures and depreciation schedules.

The current situation, where committee members are conducting some of the venue management workload, is unsustainable. The club can more efficiently contract out the roles and the committee can oversee their effectiveness over time. This is a far better proposition compared to the Council employing 2-3 people to undertake these roles, which would lead to ratepayers paying for this inefficiency.

The experience of all users of the facility will be improved with a caretaker performing daily cleans of the facility and an office manager who can take enquires and make bookings for charities and schools and older people who may have issues using Internet services.

To demonstrate the benefits to ratepayers we will compare the two options:

- Option 1: Club to fully manage the facility – our recommendation to Councillors
- Option 2: Council to fully manage the facility – the Club's fall-back option from 1st November 2022

Approved by full Committee of Clifton Hill Tennis Club

Option 1 Discussion

Under this option CHTC will operate like most tennis clubs in Australia with a standard tenant/landlord agreement. This option will simplify Yarra Council's Recreation Team's effort through consistent policies, contracts, reporting and pricing with other local tennis clubs.

The club would manage agreements with other stakeholders and responsibly manage the revenue from the facility. Netball obligations will be written into the CHTC lease agreement and the club will directly manage public users and coaching requirements. The club would be responsible for all operational costs and liaise with Council with respect to capital improvements and lifecycle replacement items. For a full description of the scope of the club and role of Club/Council please see Exhibit C – Option 1.

Current coaches will continue for 12 months under new arrangements that will align more closely with CHTC and the local community. New KPIs will be put in place that will be similar to other local clubs and that will encourage collaboration and junior and adult development pathways. We will be guided by TA templates in these areas.

Current practices, where the coach makes a business decision to not hold holiday clinics at Mayors Park just before the Australian Open or not advertise training programs to the CHTC membership, will not be tolerated.

The club will contract a caretaker to deal with cleaning, maintenance and equipment operability issues. The club will also contract an office administrator to deal with system issues, place bookings where users are experiencing difficulty and deal with refunds and other system or office-related issues. The office administrator will also be responsible for charity and school bookings and the releasing of courts when not required. Both positions will be managed via contracts and they will invoice the club monthly. Where contractors' revenue exceeds $75k pa we will budget for GST payments.

The communications will be streamlined with respect to all users of the facility. In the past public users were not kept informed of the latest guidelines regarding restrictions due to the pandemic. The club will be responsible through access rights to the user database to communicate directly with all users of the booking system. The club can re-activate CHTC BAC system or the Council can transfer the rights of Mayors Park BAC system to the club.

If Councillors decide to implement Option 1 the club would fund Special Disbursements to deal with large capital investments. We have articulated two of these in this proposal (Court Lights & Resurfacing of Courts 3 to 6), but the intention is for the club to re-invest money from a healthy balance sheet back into the facility so that all users and the community can benefit.

The club will continue to innovate to improve community participation, including better integration of pro-social programs. The club will comply with all Council and Tennis Victoria policy guidelines.

The club will pay the Council a fee that is comparable to other tennis clubs with a similar number of courts and make an annual contribution to a capital fund to help pay for improvements and lifecycle replacement items.

Exhibit D - shows the projected CHTC profit and loss statement for 2023

Exhibit E - shows the NPV for this option based on a ten-year projection

Approved by full Committee of Clifton Hill Tennis Club

Option 2 Discussion

In this option CHTC will operate as just another stakeholder of a multi-user facility. Under this arrangement the Council by default is the venue operator or they can contract out the role to an independent entity provided there is no conflict of interest.

The arrangement will require that Yarra Council Recreation Team to set up a proper consortium contract and be transparent with all stakeholders regarding the rights and usage of courts to build trust and deal with potential issues related to the court bookings.

The Council would take all revenue from the facility and manage agreements with stakeholders. The club would revert to the pre-2019 arrangements where the venue operator was responsible for all cleaning, maintenance, systems related issues. For a full description of the scope of the club and role of Club/Council please see Exhibit C – Option 2.

Given that the club will lose a number of committee members, programs will be consolidated and the membership structure will be simplified. The club will revert to a more traditional tennis club with adult, family and junior membership offerings. Similar clubs using the Book a Court system such as Princes Hill TC have maxed out at 300 members with a light fee imposed and Carlton Gardens TC has maxed out at 220 members without a competition offering or a light fee. Both clubs operate with four courts during the mid-week evenings, similar to the constraints at Mayors Park.

We believe that the club membership will have to be capped at 200 members for booking, with a further 50 members on a social membership. This means that 250-350 current members will miss out, with nowhere else to go, and the overall utilisation of the courts will also fall from 62% to 33%. The club will only accept active members to programs that are currently open to the public and will drop a number of community programs that have allowed non-members free access to the facility.

Given that the courts are not fit for club competition because the court lighting is well below standard, the club will ask NENTG to provide an exemption. NENTG may require a detailed light study to facilitate this decision. Therefore, the Council may be required to commission yearly light studies and safety reports for the poles until the court lights are upgraded. NENTG reserves the right to make this decision which will be based on safety of players.

The club will continue to operate with all lights turned on until 11pm each day of the week even when there are no court bookings. The club will have to focus less on innovation and experimentation and focus on streamlining and automating current processes. Responsibility for risk management, child protection policies and other related Council and Tennis Victoria guidelines must rest with the venue operator, which has relationships with other stakeholders of the facility. In this case facility policies override stakeholders' policies with respect to smoking, child safeguards and behaviour standards etc.

In line with Yarra's 2022/23 Budget and Yarra's Pricing Policy the club will pay somewhere between $17,000 to $24,000 in 2023 for a club of 250-300 members. Membership fees will increase across all packages by 40% to cover the additional fees paid to Council. Despite this huge increase in fees, the Council will still be running the facility at a significant loss, and churning through ratepayers' money. A lose-lose situation all around.

Exhibit F - shows the projected CHTC profit and loss statement for 2023

Exhibit G - shows the NPV for this option based on a ten-year projection

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Summary

Table 5 provides a summary of the outcomes from the financial evaluation of these options.

Table 5

Option Evaluation	NPV (10 years)	Average Total Cost pa	Community Usage - Total hours of play pa	Asset Utilisation pa	Return on community $/hour played	Comments
Option 1 - Club to Manage Facility - Council NPV	-$453,173	-$45,317	20000	59%	-$2.3	
Option 1 - Club to Manage Facility - Club NPV	$13,405	$1,340	20000	59%	$0.1	
Option 1 - Club to Manage Facility	**-$439,768**	**-$43,977**	**20000**	**59%**	**-$2.2**	**Lowest cost to rate payers with highest community participation**
Option 2 - Council to Manage Facility	**-$1,778,320**	**-$177,832**	**11200**	**33%**	**-$15.9**	**Highest cost to rate payers with lowest community participation**

Approved by full Committee of Clifton Hill Tennis Club

In summary, Option 1 provides far superior outcomes with respect to community participation, environmental benefits, stakeholder relations, ratepayers' contributions, member benefits and facility utilisation. Many of the initiatives introduced by the committee over the past few years has been copied by a number of clubs. As a result, all tennis players in the City of Yarra have benefitted from what CHTC has achieved. Fitzroy TC is also now replicating a number of our policies, initiatives and programs.

Under Council's management of the facility, stakeholder relationships have been strained.

Council officers have claimed that the club has not done enough to build relationships with the head coach.

We reject this entirely. Council's criticism simply further reinforces their complete lack of understanding of how tennis clubs operate.

The head coach is a for profit organisation that makes decisions based on commercial objectives. The head coach answers directly to the council via the contract. The club and its members are irrelevant to the coach's business imperatives. This contractual situation is not replicated anywhere else in Australia as far as we can find.

Most of the coaches operating at Mayors Park are members of the Fitzroy Tennis Club. Despite numerous CHTC invitations to attend Open Community events, Club Championships and other social events, the coaches have not engaged at all with CHTC. Council Officers are well aware of the lack of collaboration between CHTC and Racquet Lab.

Netball facilitators are unhappy with the current arrangements, where their needs are not proactively managed. They believe the court lighting issues has been mismanaged. They are particularly exposed to the problems with court light reliability, especially knowing the club had an appropriate solution.

If Council Officers reject CHTC's proposal to manage the facility, the Councillors should challenge the validity of any reasons. If the Councillors decide to delay or maintain the current management structure, the current committee will not contest the decision.

On 16th August the Committee served the Council Officers with a Notice of Decision for Option 2 to provide enough time for the Council to put together an estimate of the new club fees if Council rejects Option 1. If this should happen, then from the 1st November 2022, the club will transition to new arrangements which are aligned with a more traditional tennis club.

Approved by full Committee of Clifton Hill Tennis Club

Track Record

CHTC is one of a very few tennis clubs that administers an annual survey of its members. This survey has been instrumental in identifying what works well and what needs improvement. The survey's response rate has improved over the last year as the club has embedded this step as part of the membership renewal process.

During 2021-22 the club received 71 responses, which represents about 18% of the emails distributed. The following table provides a longitudinal view of the club's performance regarding satisfaction levels, programs and initiatives.

Of particular note we added a question regarding the performance of services for which Council is responsible. The low satisfaction was mainly due to confusion over responsibilities, and slow responses to emails and complaints.

Table 5

Satisfaction with ...	2018	2019	2020	2021	Change	Comment
Member Satisfaction Score	93%	88%	94%	95%	1%	Working Well
Recommendation Score	93%	90%	94%	95%	1%	Working Well
Joining process	89%	89%	93%	92%	0%	Working Well
Getting Help	90%	88%	96%	93%	-4%	Limited renewal options provided
Court Access	78%	69%	86%	87%	1%	Working Well
Court quality	90%	86%	90%	93%	3%	New Centre Straps
Communications	94%	89%	97%	97%	0%	Working Well
Handbook	86%	85%	91%	90%	-1%	Not distributed well
Sunday Social	82%	93%	78%	94%	15%	New balls covered by Club
Friday Social		94%	77%	91%	14%	Switched from Thursday to Friday
Mid-Week Morning Social	na	na	na	96%		First time Surveyed
Monday Night Social	na	na	na	58%		Review Required regarding Format
Social Competition	88%	88%	90%	94%	3%	Affected by Covid-19
Junior Competition	72%	87%	53%	84%	31%	Affected by Covid-19
Night Competition	87%	86%	71%	81%	10%	Affected by Covid-19
Pennant Competition	na	na	na	na		Not Applicable
Club Championships	na	83%	81%	90%	9%	Affected by Covid-19
Ball Machine Training	76%	90%	87%	90%	4%	Reliability issues with machine
Trader Benefits	74%	72%	86%	85%	-1%	To be reviewed
Buddy Program	86%	89%	84%	88%	4%	Affected by Covid-19
Satisfaction With Council				44%		Some issues need addressing
Managing Covid			98%	97%	-1%	Government rules became confusing

Approved by full Committee of Clifton Hill Tennis Club

Strong committee

The club is nearly 100 years old. Generations of families have played at the same venue. The club managed the facility successfully for more than 70 years.

The current committee is comprised of a diverse group of professionals with a huge range of skills and knowledge – lawyers, engineers, IT experts, management consultants, small business owners, communications professionals. The current committee consists of 8 men and 4 women.

- More than 50 collective years of experience on the CHTC committee
- More than 100 collective years of experience on various committees and Boards
- World tennis professional on the committee

Summary

The club believes the case is compelling for CHTC to manage the facility. If Councillors want to make a significant contribution to the community, the environment, ratepayers, volunteers, club members and stakeholders, the decision between Option 1 and 2 could not be clearer.

We believe Option 1 is by far the better plan for the City of Yarra. It will continue to foster further competition and collaboration, with all stakeholders in Yarra the beneficiaries.

Approved by full Committee of Clifton Hill Tennis Club

Exhibits

Exhibit A – Strategic Plan

Exhibit B – Member's Handbook

Exhibit C – Scope of Option 1 & 2

Exhibit D – Option 1: Profit & Loss Statement

Exhibit E – Option 1: Net Present Value of Option 1 (Club, Council & Combined)

Exhibit F – Option 2: Profit & Loss Statement

Exhibit G – Option 2: Net Present Value of Option 2 (Council Only)

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Exhibit A – Strategic Plan

This document will be attached separately

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Exhibit B – Member's Handbook

This document will be attached separately

Approved by full Committee of Clifton Hill Tennis Club

Exhibit C – Scope of Option 1 & 2

Table 1 – Membership Offering

Table 2 – Membership Limits

Table 3 – Club Service Offering

Table 4 – Help & Assistance

Table 5 – Yearly Facility Visitation & Utilisation

Table 6 – Committee Resources

Table 7 – Club & Council Responsibility Matrix

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Table 1

Membership Offering	Option 1 Club Manage Venue	Option 2 Council Manage Venue
Adult - General	Yes	Yes
Adult - Standard	Yes	
Adult - Off-peak	Yes	Yes
Family	Yes	Yes
Junior	Yes	Yes
Student	Yes	
Social	Yes	Yes
Scholarship	Yes	
Holiday Pass	Yes	
Upgrades	Yes	
Pro-rata rates	Yes	Yes
Discounts		
Concession	Yes	Yes
Group	Yes	
Closure Protected	Yes	
Refunds		
Relocation/Injury Reasons	Yes	
Administrative Complexity Index	33	6

Table 2

Membership Limits	Option 1 Club Manage Venue	Option 2 Council Manage Venue
Booking Courts	500	200
Off-peak	50	50
Social Access Only	50	50
Total	600	300

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Table 3

Club Service Offering	Option 1 Club Manage Venue	Option 2 Council Manage Venue
Club Competition-Club Championships	Yes	
Club Competition-Social Competition	Yes	
Competition-Pennant	Yes	
Competitions-Bayside		
Competitions-HDTA		
Competitions-Metro Masters		
Competitions-NEGTA Senior	Yes	Yes
Competitions-NEJTA Junior	Yes	Yes
Extra-Ball Machine Services	Yes	Limited
Extra-Coaching Survey	Yes	
Extra-Hitting Partner Program	Yes	
Extra-Player Ability Score/UTR Scores	Yes	
Extra-Quick Polls	Yes	
Extra-Traders Program	Yes	
Extra-Wimmbledon & AO Sweep	Yes	
Extra-Working Bees	Yes	
Management-Annual Members Survey	Yes	
Management-Club Benchmarking	Yes	
Management-Communications	Yes	Limited
Management-Council Liasing	Yes	
Management-Court Cleaning	Yes	
Management-Court Releasing	Yes	
Management-Court Scheduling	Yes	
Management-Emergency Orders	Yes	
Management-Issue Register	Yes	
Management-No Show Monitoring	Yes	
Management-Pavilion Cleaning	Yes	
Management-School Bookings	Yes	
Management-Stakeholder Liasing	Yes	
Management-System Issues	Yes	
Membership-Enquries	Yes	Limited
Membership-Junior Scholarships	Yes	
Membership-School Programs Holiday Pass	Yes	
Socials- Friday Morning	Yes	
Socials- Friday Night	Yes	Yes
Socials- Monday Night	Yes	Yes
Socials- Open Community	Yes	
Socials- Pickleball	Yes	
Socials- Womens Pennant	Yes	
Socials-Open to Public	Yes	
Socials-Sunday Morning	Yes	Yes
Socials-Wednesday Morning	Yes	
Sports Equipment Maintenance	Yes	

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Table 4

Help & Assistance	Option 1 Club Manage Venue	Option 2 Council Manage Venue
Help when required		
Response Times	1-2 Days	7 Days
Toubleshooting		
Not receivingemails - MailChimp	1-2 Days	7 Days
Change in email address to MailChimp	1-2 Days	7 Days
Banking enquiries	1-2 Days	7 Days

Table 5

Yearly Facility Visitations & Utilisation	Option 1 Club Manage Venue	Option 2 Council Manage Venue
Club	36000	15000
Netball	50400	50400
Coaching	16000	12000
Public Hire	6000	3000
Total	**108400**	**80400**
Daily Average (visitors/day)	297	220
Club	33%	19%
Netball	46%	63%
Coaching	15%	15%
Public Hire	6%	4%
Facility Total Play Hours	**21000**	**11050**
Overall Utilisation	**62%**	**33%**

Table 6

Committee Resources	Option 1 Club Manage Venue	Option 2 Council Manage Venue
President	1	1
Vice President	1	
Secretary	1	1
Treasurer	1	1
Membership Secretary	1	1
Junior Competition Secretary	1	1
Night Competition Secretary	1	1
Pennant Secretary		
Social Secretary	1	1
Communication secretary	1	
General Committee Member	3	1
Caretaker (cleaning & maintenance)*	1	
Administration Officer (Scheduling & systems isssues)*	1	
Volunteers Roles	2	0
Total Resources	**16**	**8**

Notes
1-FTC team consists of 15 people (13 committee, 1 caretaker & 1 office admin person)
*-Paid positions

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Table 7
Responsibility Matrix

	Option 1 Club Manage Venue		Option 2 Council Manage Venue	
Option 1 Responsibility Table	**RESPONSIBILITY**		**RESPONSIBILITY**	
Essential Safety Measures	Club	Council	Club	Council
Fire extinguishers		✓		✓
Fire Hydrants and Hose Reels		✓		✓
Emergency and Exit Lighting		✓		✓
Heating, ventilation and air conditioning		✓		✓
Emergency evacuation procedures - creation		✓		✓
Emergency evacuation procedures - training and exercise	✓			✓
Emergency Exits - keeping pathways clear	✓			✓
No Smoking signage	✓			✓
Plumbing and Electrical	Club	Council	Club	Council
Repair of Plumbing and fixtures (internal taps, cisterns, shower fittings)		✓		✓
Replacement of Plumbing and fixtures (internal taps, cisterns, shower fittings)		✓		✓
Clearing of blockages in plumbing waste/storm pipes and drains		✓		✓
Repair of roof drainage systems (gutters and downpipes)		✓		✓
Electrical wiring, switchboard, power points, switches		✓		✓
Electrical Fittings and Lights		✓		✓
Test and tagging of equipment (Council owned)		✓		✓
Test and tagging of equipment (tenant owned)	✓		✓	
Repair / maintenance of existing wiring		✓		✓
Doors (including cupboard doors and door fittings)		✓		✓
Security	Club	Council	Club	Council
Keys systems – replacement of lost keys (at tenants costs)		✓		✓
Key systems – replacement of lock hardware for lost key (at tenants cost)		✓		✓
Repair / replacement of existing padlocks		✓		✓
Security alarm systems		✓		✓
Security guard response to alarm activation caused by tenant	✓			✓
Security guard response to alarm activation - general		✓		✓
Security grills maintenance and replacement due to age		✓		✓
Security lighting maintenance and replacement as required		✓		✓
Securing of building	✓			✓
Cleaning	Club	Council	Club	Council
Regular scheduled cleaning of building	✓			✓
Supply of cleaning equipment	✓			✓
Supply of cleaning consumables (toilet paper, hand towels)	✓			✓
Cleaning of storage areas	✓			✓
Removal of excess rubbish including recycling material	✓			✓
Waste to be stored properly & removed regularly	✓	✓		✓
Rubbish collection	✓			✓
Hard Rubbish		✓		✓
Graffiti - reporting of issue	✓			✓
Graffiti - cleaning		✓		✓
Vandalism – external		✓		✓
Vandalism – internal	✓			✓
Food handling areas kept in a clean and hygienic state	✓			✓
Personal hygiene services	✓			✓
Sanitary Bins		✓		✓

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Building Fabric	Club	Council	Club	Council
Maintenance painting of internal areas - keeping clean and in good condition	✓			✓
Maintenance painting of internal areas - repairs and refresh		✓		✓
Maintenance painting of external areas - keeping clean and in good condition	✓			✓
Maintenance painting of external areas - repairs and refresh		✓		✓
Repair/ maintenance of doors (other than exit doors) - keeping clean and in good condition	✓			✓
Repair/ maintenance of doors (other than exit doors) - repairs and refresh		✓		✓
Cleaning of all glass surfaces and windows	✓			✓
Repair/Replacement of Glazing		✓		✓
Structural maintenance		✓		✓
Keeping existing floor surfacing and coverings	✓			✓
Maintenance / replacement of existing floor surfacing and coverings		✓		✓
Faceof Facility	Club	Council	Club	Council
Weekdays 4-7pm	✓			?
Saturday 8am to noon	✓			?
Sunday 9am to 11am	✓			?
Pavilion Fittings	Club	Council	Club	Council
Automated Sliding Doors - reporting of issues	✓		✓	
Automated Sliding Doors - repairs	✓			✓
Automated Sliding Doors - replacements		✓		✓
Ovens, cook tops and stoves (electric) - reporting of issues	✓		✓	
Ovens, cook tops and stoves (electric) - repairs	✓			✓
Ovens, cook tops and stoves (electric) - replacements		✓		✓
Zip Boiler - reporting of issues	✓		✓	
Zip Boiler - repairs, service or replacement of carbon filter	✓			✓
Zip Boiler - replacement		✓		✓
Handdryers - reporting of issues	✓		✓	
Handdryers - repairs	✓			✓
Handdryers - replacement		✓		✓
Refrigerators - reporting of Issues	✓		✓	
Refrigerators - repairs	✓			✓
Refrigerators - replacement		✓		✓
Ceiling Fans - Reporting of Issues	✓		✓	
Ceiling Fans - repairs	✓			✓
Ceiling Fans - replacement		✓		✓
Replacement of lights	✓			✓
Replacement of smoke detector batteries	✓			✓
Replacement of defibrillator pads and battery as per OEM recommendation	✓			✓
Club Furniture, portable chairs and tables	✓			✓
Curtains and Blinds – cleaning and repairs	✓			✓
Curtains and Blinds – replacement		✓		✓
Vents - cleaning & repairs	✓			✓
Vents - replacement		✓		✓

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Outdoor Spaces	Club	Council	Club	Council
Front Gate Terms & Conditions Board - reporting of issues	✓		✓	
Front Gate Terms & Conditions Board - repairs	✓			✓
Front Gate Terms & Conditions Board - creation and replacement		✓		✓
Court Lights - reporting of issues	✓		✓	
Court lights - repairs	✓			✓
Court lights - replacement		✓		✓
Privacy Screening - reporting of issues	✓		✓	
Privacy Screening - repairs	✓			✓
Privacy Screening - replacement		✓		✓
Drinking Fountains - reporting of issues	✓		✓	
Drinking Fountains - repairs	✓			✓
Drinking Fountains - replacement		✓		✓
Gate PIN Code Access - reporting of issues	✓		✓	
Gate PIN Code Access - repairs	✓			✓
Gate PIN Code Access - replacement		✓		✓
Security Lighting - reporting of issues	✓		✓	
Security Lighting - repairs	✓			✓
Security Lighting - replacement		✓		✓
Fences and Gates - reporting of issue	✓		✓	
Fences and Gates - repairs	✓			✓
Fences and Gates - replacement		✓		✓
Outdoor steps, pathways - reporting of issues	✓		✓	
Outdoor steps, pathways - repairs	✓			✓
Outdoor steps, pathways - replacement		✓		✓
Loose Litter/Leaves/Softfall - cleaning	✓			✓
Water Tanks - reporting of issues	✓		✓	
Water Tanks - repairs	✓			✓
Water Tanks - replacement		✓		✓
Trees - reporting of issues	✓		✓	
Trees - pruning	✓			✓
Trees - replacement		✓		✓
Hot Water Service - reporting of issues	✓		✓	
Hot Water Service - repairs	✓			✓
Hot Water Service - replacement		✓		✓
Outdoor Fixed Furniture - reporting of issues	✓		✓	
Outdoor Fixed Furniture - repairs	✓			✓
Outdoor Fixed Furniture - replacement		✓		✓
BBQ Appliance - reporting of issues	✓		✓	
BBQ Appliance - repairs	✓			✓
BBQ Appliance - replacement		✓		✓
Safety & Occupational Health	Club	Council	Club	Council
Safety & Occupational Health - reporting of issues	✓		✓	
Safety & Occupational Health - addressing minor issues	✓			✓
Safety & Occupational Health - addressing structural issues	✓			✓
Safety & Occupational Health - protecting and safeguarding children	✓			✓
Safety & Occupational Health - maintain list of all officials and staff WWCC	✓			✓
Safety & Occupational Health - policy formulation	✓			✓
Safety & Occupational Health - policy implementation	✓			✓
Safety & Occupational Health - development of risk register	✓			✓
Safety & Occupational Health - monitoring and reporting agains risk register	✓			✓
Safety & Occupational Health - daily inspection of courts and equipment	✓			✓
Safety & Occupational Health - top up first aid kit with consumables	✓			✓
CCTV Footage Access - reporting of issues	✓			✓
CCTV Footage Access - repairs	✓			✓
CCTV Footage Access - replacement		✓		✓

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

System Administration	Club	Council	Club	Council
Program Court Schedule - developing plan	✓		✓	
Program Court Schedule - monitoring courts are correctly scheduled	✓			✓
Program Court Schedule - entering schedule into booking system	✓			✓
Program Court Schedule - making adjustments as required	✓			✓
Booking Refunds - reporting of issue	✓		✓	
Booking Refunds - process payment	✓			✓
Lighting Refunds - reporting of issue	✓		✓	
Lighting Refunds - process payment	✓			✓
Program Enrolment Refunds - reporting of issue	✓		✓	
Program Enrolment Refunds - process payment	✓			✓
Password Enquiries - reporting of issue	✓		✓	
Password Enquiries - first response resolution	✓			✓
Password Enquiries - escalating to TA	✓			✓
Account problem enquiries - reporting of issue	✓		✓	
Account problem enquiries - first response resolution	✓			✓
Account problem enquiries - escalating to TA	✓			✓
Wrong Booking Payment enquiries - reporting of issue	✓		✓	
Wrong Booking Payment enquiries - first response resolution	✓			✓
Wrong Booking Payment enquiries - escalating to TA	✓			✓
PIN Code Failure enquiries - reporting of issue	✓		✓	
PIN Code Failure enquiries - first response resolution	✓			✓
PIN Code Failure enquiries - escalating to TA	✓			✓
Gate Lock Out enquiries - reporting of issue	✓		✓	
Gate Lock Out enquiries - first response resolution	✓			✓
Gate Lock Out enquiries - escalate to TA	✓			✓
Notifying Users of problems - identification of problem	✓			✓
Notifying Users of problems - identify impacted users	✓			✓
Notifying Users of problems - communicate to impacted users	✓			✓
Notifying Users of problems - monitor until issue resolved	✓			✓
Membership Activations - prepare members list to activate (concessions, students etc)	✓		✓	
Membership Activations - activate in booking system	✓			✓
Membership Upgrades - report change in members package	✓		✓	
Membership Refunds - determine refund amount based on policy	✓		✓	
Membership Refunds - refund member	✓			✓
Membership Refunds - deactivate membership package	✓			✓
Membership Suspension - place a lapse member status on account	✓			✓
Email Change Requests - update communication database with new email address	✓			
Communication Package Selection - update communiation database with new com packs	✓			
Maintaining Members Database - update communication database with program tags	✓			
Usage Monitoring - prices for court hire reflect Council fees and charges	✓			✓
Usage Monitoring - stakeholders comply with agreed usage guidelines	✓			✓
Usage Monitoring - Adjustment to booking to reflect emergency guidelines	✓			✓
Usage data collection - collecting data from operational systems	✓			✓
Usage data collection - cleaning of data collected from systems	✓			✓
Usage Statistics Reporting	✓			✓
Membership Payment Reconciliations - generating STRIPE account	✓			✓
Membership Payment Reconciliations - reconciliating STRIPE Account	✓		✓	
Membership Payment Reconciliations - make payment to club	✓			✓
Membership Package Mapping - Updating templates annually	✓			✓
Membership Package Mapping - activate new packages	✓			✓
Membership Package Mapping - testing mapping works with new packages	✓			✓
Membership Pro-rata Updating - quarterly update pro-rata rates in booking system	✓			✓
System Outage - reporting of issue	✓		✓	
System Outage - repairs	✓			✓
System Outage - activate manual procedures	✓			✓
System Outage - organise people to open/close gates turn on/off lights	✓			✓
Netball Bookings - placement of bookings on system	✓			✓
School Bookings - placement of bookings on system	✓			✓
Charity Bookings - placement of booking on system	✓			✓
Other Bookings - placement of bookings on system	✓			✓
Adding members to MailChimp	✓		✓	
Maintaining tags on MailChimp	✓		✓	
Updating email changes on MailChimp	✓		✓	
Investigate failure to receive notifications	✓		✓	
Delete non members from the database	✓		✓	

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Stakeholder Management	Club	Council	Club	Council
Stakeholder Sub Leases	✓			✓
Stakeholder communications & regular meetings	✓			✓
Monitoring Stakeholder usage against Contract	✓			✓
Additional agreements where required if information is shared between entities	✓			✓
Utilities, Fees and Charges	Club	Council	Club	Council
Telephone (calls, line rental, internet, fax)	✓			✓
Electrical supply chargers and use including security lighting	✓			✓
Water use including sewerage chargers	✓			✓
Public Liability Insurance	✓			✓
Insurance - Contents	✓			✓
Insurance - Building		✓		✓

Approved by full Committee of Clifton Hill Tennis Club

Exhibit D – Option 1: Profit & Loss Statement

Table 1

Club Revenue Model	**Option 1** Club Manage Venue
Numbers	
General Adult	175
Standard Adult	106
Off-peak Adult	44
Family	40
Junior	16
Student	10
Social	32
Committee	8
Life Member	3
Scholarship	3
Holiday Pass	5
Total	546
Membership Fees	
General Adult	$200
Standard Adult	$130
Off-peak Adult	$85
Family	$300
Junior	$90
Student	$90
Social	$80
Committee	$0
Life Member	$0
Scholarship	$0
Holiday Pass	$50
Total Membership Revenue	**$59,220**
Total Social Tennis Revenue	$3,600
Total Competition Revenue	$1,200
Total Club Revenue (before discounts)	**$64,020**
Netball Fee Revenue	$50,000
Coaching Fee Revenue	$20,000
Public Hire Revenue	$65,000
Total Revenue Generated	**$199,020**

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Table 2

Club Cost Model		Option 1 Club Manage Venue
Fixed Costs		
Accounting & Bookkeeping Fees		$1,136
YCC Fees		$5,000
YCC Capital Discretionary Fund		$5,000
VTA Fees		$2,000
VTA BAC Fees		$440
Insurance		$2,000
	Sub Total	**$15,576**
Variable Costs		
Stripe fees		$888
Petty Cash Expenses		$105
Equipment Purchases		$150
Clubhouse Consumables		$998
Ball Purchases - General & Lobster Ball Machine		$3,200
Ball Purchases - Competition		$800
Depreciation - Building Renovations		$0
Depreciation - Fencing		$0
Depreciation - Lighting		$0
Depreciation - Clubroom Fittings		$0
Depreciation -Outdoor Furniture & Equipment		$0
Depreciation - Clubroom Fittings & Appliances		$0
Competition Fees Expense - Adults		$700
Competition Fees Expense - Juniors		$350
Repairs & Maintenance		$10,000
Secretarial/Admin		$1,200
Social Expenses		$2,500
Sets in the City Expenses		$520
Club Champs Expenses		$1,200
System Administrator Contractor		$38,000
Caretaker Contractor Role		$78,000
Superannuation (if required)		$0
Long Service Leave Expense (if required)		$0
WorkCover (if Required)		$3,480
Gifts		$1,000
Telephone		$2,500
Clubroom Fixtures		$180
Electricity		$5,200
Water		$1,200
Bank Charges		$200
External Court Hire		$0
Open Community Sessions		$900
Pickle Ball Consumable Expenses		$850
Social Housing Holiday Free Passes		$1,500
Group & concession discounts		$6,000
GST Collection		$19,902
	Sub Total	**$181,523**
	TOTAL COSTS	**$197,099**
	Gross Profit	**$1,920**
	Membership fee increase across packages to get to near zero profit	na
	Contractor Rate Used ($/hour)	$40

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Exhibit E – Option 1: Net Present Value of Option 1 (Club & Council)

Option 1 - Club to Manage Facility - Council NPV

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Index	Note
	$ 100,000	$ 5,000	$ 5,150	$ 5,305	$ 5,464	$ 5,628	$ 5,796	$ 5,970	$ 6,149	$ 6,334	$ 6,524	$ 6,720		
Council Revenue														
Club	9000	5000	5150	5305	5464	5628	5796	5970	6149	6334	6524	6720	1.03	4
Netball	35000	0	0	0	0	0	0	0	0	0	0	0	1.03	5
Coaching	13000	0	0	0	0	0	0	0	0	0	0	0	1.03	
Public	43000	0	0	0	0	0	0	0	0	0	0	0	1.03	
	0	0	0	0	0	0	0	0	0	0	0	0	1.03	
Council Court Operational Costs	$ 158,729	$ 10,000	$ 10,300	$ 10,609	$ 10,927	$ 11,255	$ 11,593	$ 11,941	$ 12,299	$ 12,668	$ 13,048	$ 13,439		
Electricity	11649	0	0	0	0	0	0	0	0	0	0	0	1.05	
TA Association fees	440	0	0	0	0	0	0	0	0	0	0	0	1.03	
Light Maintenance	16800	0	0	0	0	0	0	0	0	0	0	0		
Contract Overnight	100000	10000	10300	10609	10927	11255	11593	11941	12299	12668	13048	13439	1.03	6
Pavilion Cleaning	2400	0	0	0	0	0	0	0	0	0	0	0	1.03	
Water Utility	440	0	0	0	0	0	0	0	0	0	0	0	1.03	
Sundary Items	27000	0	0	0	0	0	0	0	0	0	0	0		
Capital Cost outlay	$ -	$ -	$ -	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 60,000	$ -	$ 425,000		
Court resurfacing					100000				$ 60,000					1a, 1b
Court Light replacement					0							425000		2
Court Screening														3
Pavilion Refurbishment														
Net	-$ 58,729	-$ 5,000	-$ 5,150	-$ 5,305	-$ 105,464	-$ 5,628	-$ 5,796	-$ 5,970	-$ 6,149	-$ 66,334	-$ 6,524	-$ 431,720		
NPV (10 year)	-$453,173													
Average Total Cost per annum	-$49,317													
Community Usage - Total hours of play	20,000													
Council Cost $/hour used	-$2.3													
WACC =	5%													

Note	Comments
1a	Synthetic courts should be resurfaced in 2026-27, but Club's estimate is $200k maximum
1b	Hardcourts to be repaired and painted in 2031
2	Assume club has paid for LEDs in 2023, review in 2026/27 should check for pole integrity and reinforce poles required to last another 10 years
3	Perimeter screening to be replaced as this should have been done in 2016
4	Club to pay rates instead of court usage or licence fees
5	Club to pay into a capital levy program
6	Council to assume role of landlord and contract oversight

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Option 1 - Club to Manage Facility - Club NPV

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Index
Club Revenue	$ -	$ 199,020	$ 204,990	$ 211,140	$ 217,474	$ 223,998	$ 230,718	$ 237,640	$ 244,769	$ 252,112	$ 259,675	$ 267,466	
Club		64020	65940	67918	69956	72055	74216	76443	78736	81098	83531	86037	1.03
Netball		50000	51500	53045	54636	56275	57964	59703	61494	63339	65239	67196	1.03
Coaching		20000	20600	21218	21855	22510	23185	23881	24597	25335	26095	26878	1.03
Public		65000	66950	68959	71027	73158	75353	77613	79942	82340	84810	87355	1.03
Operational Costs	$ -	$ 197,099	$ 203,116	$ 209,319	$ 215,713	$ 222,305	$ 229,100	$ 236,106	$ 243,329	$ 250,775	$ 258,452	$ 266,367	
Electricity		5200	5460	5733	6020	6321	6637	6968	7317	7683	8067	8470	1.05
TA Association fees		2440	2513	2589	2666	2746	2829	2913	3001	3091	3184	3279	1.03
Light Maintenace		0	0	0	0	0	0	0	0	0	0	0	1.03
Contract Caretaker		78000	80340	82750	85233	87790	90423	93136	95930	98808	101772	104825	1.03
Contract Office Administrator		38000	39140	40314	41524	42769	44052	45374	46735	48137	49581	51068	1.03
Water Utility		453	467	481	495	510	525	541	557	574	591	609	1.03
Sundary Items		3090	3183	3278	3377	3478	3582	3690	3800	3914	4032	4153	1.03
Council Lease Fee		5000	5150	5305	5464	5628	5796	5970	6149	6334	6524	6720	1.03
Capital Levy Contribution		5000	5150	5305	5464	5628	5796	5970	6149	6334	6524	6720	1.03
Club Operational Costs		40014	41214	42451	43724	45036	46387	47779	49212	50689	52209	53775	1.03
GST Collection		19902	20499	21114	21747	22400	23072	23764	24477	25211	25968	26747	
Net Profit		$ 1,920	$ 1,874	$ 1,821	$ 1,761	$ 1,693	$ 1,618	$ 1,534	$ 1,440	$ 1,337	$ 1,224	$ 1,099	
Capital Cost outlay	$ -	$ 100,000	$ -	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Court resurfacing					100000								
Court Light replacement		80000											
Court Screening		20000											
Pavilion Refurbishment													
Club Capital Reserves	$ 150,000	$ 56,920	$ 63,944	$ 71,070	-$ 21,706	-$ 14,385	-$ 6,971	$ 533	$ 8,123	$ 15,794	$ 23,541	$ 31,360	
Net	$ -	-$ 98,080	$ 1,874	$ 1,821	-$ 98,239	$ 1,693	$ 1,618	$ 1,534	$ 1,440	$ 1,337	$ 1,224	$ 1,099	
NPV (10 year)	$13,405												
Average Total Cost per annum	$1,340												
Community Usage - Total hours of play	20,000												
Council Cost $/hour used	$0.1												
WACC =	5%												

Note	Comments
1a	Synthetic courts should be resurfaced in 2026-27, but Club's estimate is $200k maximum
1b	Hardcourts to be repaired and painted in 2031
2	Assume club has paid for LEDs in 2023, review in 2026/27 should check for pole integrity and reinforce poles required to last another 10 years
3	Perimeter screening to be replaced as this should have been done in 2016
4	Club to continue to pay fees for a full service
5	Estimate of fees provided by Council
6	Estimate of fees provided by Council
7	Public Hire revenue from July 2021 to end of June 2022
8	Council to continue to use 1 FTE to do what it current does
9	Council to add staff or contract out the work currently performed by club which is the responsibility of venue operator

Approved by full Committee of Clifton Hill Tennis Club

Exhibit F – Option 2: Profit & Loss Statement

Table 1

Club Revenue Model	Option 2 Council Manage Venue
Numbers	
General Adult	113
Standard Adult	0
Off-peak Adult	44
Family	18
Junior	16
Student	0
Social	32
Committee	4
Life Member	3
Scholarship	0
Holiday Pass	0
Total	276
Membership Fees	
General Adult	$280
Standard Adult	
Off-peak Adult	$119
Family	$420
Junior	$126
Student	
Social	$112
Committee	
Life Member	
Scholarship	
Holiday Pass	
Total Membership Revenue	**$42,531**
Total Social Tennis Revenue	$0
Total Competition Revenue	$1,000
Total Club Revenue (before discounts)	**$43,531**
Netball Fee Revenue	$0
Coaching Fee Revenue	$0
Public Hire Revenue	$0
Total Revenue Generated	**$43,531**

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Table 2

Club Cost Model		Option 2 Council Manage Venue
Fixed Costs		
Accounting & Bookkeeping Fees		$0
YCC Fees		$24,000
YCC Capital Discretionary Fund		$0
VTA Fees		$1,000
Insurance		$0
	Sub Total	**$25,000**
Variable Costs		
Stripe fees		$638
Petty Cash Expenses		$105
Equipment Purchases		$150
Clubhouse Consumables		$300
Ball Purchases - General & Lobster Ball Machine		$2,000
Ball Purchases - Competition		$800
Depreciation - Building Renovations		$0
Depreciation - Fencing		$0
Depreciation - Lighting		$0
Depreciation - Clubroom Fittings		$0
Depreciation -Outdoor Furniture & Equipment		$0
Depreciation - Clubroom Fittings & Appliances		$0
Competition Fees Expense - Adults		$700
Competition Fees Expense - Juniors		$350
Repairs & Maintenance		$1,500
Secretarial/Admin		$500
Social Expenses		$1,200
Sets in the City Expenses		$520
Club Champs Expenses		$0
System Administrator Contractor		$0
Caretaker Contractor Role		$0
Superannuation (if required)		$0
Long Service Leave Expense (if required)		$0
WorkCover (if Required)		$0
Gifts		$0
Telephone		$0
Clubroom Fixtures		$0
Electricity		$0
Water		$0
Bank Charges		$0
External Court Hire		$0
Open Community Sessions		$0
Pickle Ball Consumable Expenses		$0
Social Housing Holiday Free Passes		$0
Group & concession discounts		$1,000
	Sub Total	**$9,763**
	TOTAL COSTS	**$34,763**
	Gross Profit	**$7,768**
Membership fee increase across packages to get to near zero profit		40%
	Contractor Rate Used ($/hour)	$0

Attachment 1 - Attachment 1 - CHTC Management Model Proposal

Approved by full Committee of Clifton Hill Tennis Club

Exhibit G – Option 2: Net Present Value of Option 2 (Council Only)

Option 2 - Council to Manage Facility

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Index	Note
	$ 100,000	$ 159,000	$ 163,770	$ 168,683	$ 173,744	$ 178,956	$ 184,325	$ 189,854	$ 195,550	$ 201,416	$ 207,459	$ 213,683		
Council Revenue														
Club	9000	24000	24720	25462	26225	27012	27823	28657	29517	30402	31315	32254	1.03	4
Netball	35000	50000	51500	53045	54636	56275	57964	59703	61494	63339	65239	67196	1.03	5
Coaching	13000	20000	20600	21218	21855	22510	23185	23881	24597	25335	26095	26878	1.03	6
Public	48000	65000	66950	68959	71027	73158	75353	77613	79942	82340	84810	87355	1.03	7
Council Court Operational Costs	$ 134,729	$ 299,004	$ 308,219	$ 317,722	$ 327,523	$ 337,632	$ 327,999	$ 338,151	$ 348,623	$ 359,426	$ 370,570	$ 382,067		
Electricity	11649	12231	12843	13485	14159	14867	15611	16391	17211	18071	18975	19924	1.05	
TA Association Fees	440	453	467	481	495	510	525	541	557	574	591	609	1.03	
Light Maintenace	16800	17304	17823	18358	18909	19476	0	0	0	0	0	0	1.03	
Council Salaries (includes 20% indirect costs)	100000	103000	106090	109273	112551	115927	119405	122987	126677	130477	134392	138423	1.03	8
Pavilion Cleaning	2400	2472	2546	2623	2701	2782	2866	2952	3040	3131	3225	3322	1.03	
Water Utility	440	453	467	481	495	510	525	541	557	574	591	609	1.03	
Sundary Items	3000	3090	3183	3278	3377	3478	3582	3690	3800	3914	4032	4153	1.03	
Venue Staff (Caretaker and Office Admin Person)	0	160000	164800	169744	174836	180081	185484	191048	196780	202683	208764	215027	1.03	9
Capital Cost outlay	$ -	$ 20,000	$ -	$ -	$ 625,000	$ -	$ -	$ -	$ -	$ 60,000	$ -	$ -		
Court resurfacing (Tiger Turf Quote)					200000									1a, 1b
Court Light replacement					425000					$ 60,000				2
Court Screening		20000												3
Pavilion Refurbishment														
Net	-$ 34,729	-$ 160,004	-$ 144,449	-$ 149,039	-$ 778,780	-$ 158,676	-$ 143,674	-$ 148,296	-$ 153,073	-$ 218,009	-$ 163,111	-$ 168,384		
NPV (10 year)	-$3,778,330													
Average Total Cost per annum	-$377,832													
Community Usage - Total hours of play	11,200													
Council Cost $/hour used	-$33.9													
WACC =	5%													

Note **Comments**

1a Synthetic courts should be resurfaced in 2026
1b Hardcourts to be repaired and painted in 2031
2 Assume club has paid for LEDs in 2023, review in 2028/27 should check for pole integrity and reinforce poles required to last another 10 years
3 Perimeter screening to be replaced as this should have been done in 2016
4 Club to continue to pay fees for a full service
5 Estimate of fees provided by Council
6 Estimate of fees provided by Council
7 Public Hire revenue from July 2021 to end of June 2022
8 Council to continue to use 1 FTE to do what it current does
9 Council to add staff or contract out the work currently performed by club which is the responsibility of venue operator

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

Context

Many of the KPIs set by Council encourage coaching and the club to work together. The club believes that a healthy relationship must exist between the coaching staff and tennis club committee to serve the community well. A healthy relationship requires both parties to be committed to making the relationship work. It requires communication and responsiveness among other things.

For nearly three years we have tried to build this relationship with Racquet Lab coaches and have been rebuffed at every turn.

- We have invited Racquet Lab coaches to attend socials, Club Championships and Open Community Socials and they have declined on every occasion.
- Racquet Lab does not tell the club which coaches work at Mayors Park
- There is no identification of these coaches, in contravention of working with children best practice guidelines, which suggest that identification should be made available to users.
- We have requested on numerous occasions information from Racquet Lab regarding coaching activities and participation data. Such data was not provided even when it was documented in Council minutes as an action item.
- Racquet Lab refuses to provide Clifton Hill Tennis Club with information that they have willingly provided to Fitzroy Tennis Club on a quarterly basis for more than three years.
- We requested de-identified information on players being coached at CHTC so we could check it against our membership base but Racquet Lab refused, citing privacy concerns. Tennis Victoria stated that such information would normally always be available to the club.
- Racquet Lab cancelled at the last minute the planned January Mayors Park Holiday clinic; Racquet Lab ran two holiday clinics at Fitzroy Tennis Club. RL said it was a business decision to cancel the January clinic. However, it is completely against the local community which is represented by the CHTC. This was the first time in at least 20 years that a junior holiday program at Mayors Park was cancelled just before the Australian Open.
- CHTC was not advised as to whether Term 1, 2 or 3 School holiday clinics would be running, nor the start dates of the tennis coaching program.

Racquet Lab is should communicate these programs to the club, to operate clinics for the local community, to get involved with the club to deliver free programs to social housing and work through client concerns with respect to their programs. This has not happened and the local community is not being served by this organisation with the current structure.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

The Council has had three years to sort this problem out. Unfortunately, they seem to lack the basic understanding of how relationships work, power imbalances and how contracts work and how tennis works. This continues to work against the community's interests.

Every time we raise with Council the fact that the club is not receiving basic, fundamental information from Racquet Lab, we get the same answer: "It is in the best interest of the local community for CHTC and Racquet Lab to be engaging in regular communication."

When we raise the fact that our requests are being ignored, we get the same answer. Yarra Council is either wilfully ignorant or is choosing to ignore the root of the problem. Racquet Lab's contract is with Council, not the club, so has no need to consider the club's interests.

Tennis Victoria reports that it does not know of any other tennis club where the Council has the contract with the club coach.

A structural change in the relationship is required to make improvements in this area. We propose that Racquet Lab's contract be extended for 12 months but that its contract is with CHTC. Along with new KPIs, we will hopefully see an improvement in this area.

Our programs are so well received that at least three committee members of FTC and committee members of other tennis clubs prefer to play at CHTC. We are now the largest tennis club in the City of Yarra with 574 active members and our participation hours and program offering exceed FTC. We have achieved this without building new courts but through better understanding of the demographic trends, operational data and innovative membership and programming.

We should be allowed to manage the facility to ensure high-quality programs support the local community for years to come.

CHTC Committee

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

Objective 1: Planning - to plan for and deliver quality sport and physical activity programs that meet the changing needs of the Yarra community and result in increased levels participation and wellbeing

KPI	Council Actions	Club Actions	Timeline	Expected Outcomes	Measures	Outcome
1.1	Work with peak sporting bodies, sports clubs and community organisations to strengthen and expand opportunities for residents to participate in sport and physical activities.	CHTC to develop a strategic plan.	Review due again in 2024	Clear direction/priorities for the club and reference for decision making.	Strategy presented to Council Officers within timeline.	Strategic Plan developed by the committee, issued to members for review and feedback. A copy was provided (on request) to Tennis Victoria who reported back that it was **one of the best they have seen**. A copy of the strategic plan was issued to Council.
1.2	Conduct an annual on-line resident and club member survey to analyse sports and physical activity needs and measure participation rates in sport and physical activity amongst Yarra residents.	Survey members and facility users on a periodic basis in collaboration with coaching provider relating to member experience, facility use and relevant operational items.	Annual survey	CHTC collate data and share with CoY as a reference to guide future direction.	Data is shared with CoY on an annual basis and/or as requested.	Members' survey conducted annually. Quick polls are conducted frequently on various issues to inform decision making. Latest annual survey and quick polls attached. A copy of the 2021 survey has been provided with the submission of this report.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

1.3	Ensure that social obligation initiatives and expectations are included in usage agreements with clubs and community groups.	Establish relationships with local community organisations in partnership with the coaching provider. Including social housing tenants, all abilities groups and schools.	Jun 2022	Delivery of inclusive programs catering for underrepresented groups.	Regular programs established and attendance monitored to ensure continued success.	Social obligation initiatives have been identified and the club has launched the Open Community Socials once a month from March to November each year. Court access, including the use of equipment plus experienced players on hand to provide tips on how to play. The club launched a free pickleball initiative for 4 weeks in September which was free to the public and now entered into a feasibility phase with users paying for sessions. Issued 10 free holiday passes to social housing groups during extended breaks which coincides with low usage periods. We have also worked with Social Health Australia.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

Objective 2: Participation - to increase access to and participation in sport and physical activity for the Yarra Community.
The following are new actions arising from feedback received during the consultation and research stage

KPI	Council Actions	Club Actions	Timeline	Expected Outcomes	Measures	Outcome
2.1	Work with peak sporting bodies and local sports clubs to develop new sports programs aimed at enhancing participation by people with disability.	CHTC to facilitate Able Australia bookings with access to equipment and support as required. CHTC support tennis coaches with delivery of all abilities programs (e.g. promotion).	June 2022	Able Australia provided with access to the equipment they need. Participants feel welcomed and supported.	Increased participation of people with a disability across a range of club activities.	We have worked with Able Australia and provided tennis tubes, balls and racquets. We continue to top up on racquets, balls and tubes to pick up balls. We have members who are wheelchair users who regularly play at the facility.
2.2	Work with aged services, local community agencies and community groups to develop sports and physical activity programs for older adults including some introductory classes.	Support tennis coaches to deliver a strong program aimed at including older adults in consultation with community organisations.	Annually	Welcoming environment at MPTNC for older adults to attend lessons, play casually and be involved at CHTC.	Increase in older adult's participation in CHTC club competition, social programs and events.	Fully supported adult clinics that coaches have scheduled. We also have a strong intake of senior players. We will be launching a senior player competition called Metro Masters from August 2022.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

2.3	Work with Sports with low junior participation rates to promote and increase junior participation. • Lawn bowls • Tennis • Golf	Support tennis coaches to deliver a strong junior coaching program which increases the number of junior tennis players.	Annually	Welcoming environment at MPTNC for juniors to attend lessons, play casually and be involved at CHTC.	Increase in junior participation in CHTC club competition, coaching, social programs and events. Retention of juniors throughout age groups and transition to senior activities.	Executive have attended coaching programs and discussed membership with parents. This year we had a number of children attending Mayors Park wanting to join the junior competition and they ended up at Fitzroy Tennis Club.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

Objective 3: Promotion - to increase residents' awareness and knowledge of local sport and physical activity opportunities

KPI	Council Actions	Club Actions	Timeline	Expected Outcomes	Measures	Outcome
3.1	Develop a "Free Activities in Parks Program" to promote local sports and physical activity opportunities.	Liaise with CoY and tennis coaches to plan and promote a free tennis day event.	September 2022	Delivery of an inclusive day with tennis activities in consultation with tennis coaches. Potential for Council staff and/or Councillors to be in attendance	More people in the community introduced to tennis.	We have implemented "Open Community Social Tennis" which includes beginner lessons. We have operated eight this year and they have been popular. We have invited Racquet Lab coaches but they declined to attend these events or to support community initiatives.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

3.2	Council work with local sports clubs, schools and peak sporting bodies to promote female sporting opportunities.	Prioritise female participation within club strategy and work with coaching provider to grow representation.	Ongoing	Prominent involvement and inclusion of females to create a diverse club environment.	Increase number of female members and participants at CHTC. Develop diversity of the committee including gender balance.	We have four female committee members and would like to encourage additional females to the committee. We have added an advanced women social for young women with high ability given that there is a shortage of programs for this group of people. **Metrics:** • Female participation has increased from 34.2% to 35.4% this year • 177 to 203 female members

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

3.3	Continue to ensure that information on Council's website is comprehensive and up to date.	Provide high quality email, website and social media communication to CHTC members.	Ongoing	Club members and casual players are well informed. All stakeholders project a positive, clear and concise message to the community.	All information distributed is professional, accurate and current.	We provide high quality and timely communications to our members. We have over 750 subscribers. Since our last report we have delivered over 300 emails to the membership. We continue with communication packs where members can elect content they want to receive. Engagement is well up from last year. See our latest annual report Metrics: • 630 plus subscribers • 52% is average open rate • 13% is the click through rate • 97% satisfaction with communications

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

Objective 4: Capacity Building - to work with local schools, sports clubs, community organisations and other Council units to develop and deliver quality sports programs that meet the changing needs of the Yarra community and result in increased levels of participation and wellbeing

KPI	Council Actions	Club Actions	Timeline	Expected Outcomes	Measures	Outcome

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

4.1	Work with sports clubs to assist them to develop inclusive culture and environments.	Create an environment where all community members feel welcome.	Ongoing	Improved culture and community atmosphere at MPTNC.	Demonstrate programs, initiatives or events the club has run to promote an inclusive environment.	The culture as described by members is that the club is inclusive, respectful and diverse. Membership continues to surge based on word-of-mouth promotion. All social programs are open to the public. We have also transitioned all programs to ClubSpark bookings to keep track of attendance and gather statistics. **Metrics:** • Demand for Friday and Sunday socials have grown significantly • Wednesday & Friday morning social numbers have grown

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

4.2	Support local sports clubs in the development of strategic plans, policies and procedures.	Complete a Tennis Australia Operational Health Check (OHC) in partnership with coaching provider and use results to populate the OHC Action Plan.	August 2022	Benchmarking of CHTC strengths and weaknesses for future planning.	OHC Survey and OHC Action Plan completed and results used to guide strategic planning.	We completed this survey in August at the request of Tennis Australia on the provision that other stakeholders would contribute to the data. Report by Tennis Victoria suggest that the club is very healthy with programs and utilisation of 62% is the best they have seen. We pointed out that understanding the data allows opportunities to further improve utilisation. Extensive benchmarking exercise was conducted in February 2022 of all tennis clubs within 5 km of Mayors Park. We are now larger than FTC in membership numbers, club hours of play and overall facility usage. We run more social programs and AAA programs than any other tennis club in City of Yarra.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

4.3	That Council continue to facilitate sports club training to develop and enhance the capacity of volunteers.	Participate in development opportunities for the committee and members (e.g. Victorian Community Tennis Forums).	Ongoing	Improved operational and administration skills of club personnel.	CHTC Committee and members attend development opportunities.	Committee members are involved in the Tennis Forums. Committee members' backgrounds include members of Boards and other committees with strong governance experience.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

Objective 5: Facilities - to plan for and manage Yarra sports facilities and open spaces in a manner that maximises opportunities for participation in sport and physical activity whilst protecting and improving the facilities and open spaces

KPI	Council Actions	Club Actions	Timeline	Expected Outcomes	Measures	Outcome

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

5.1	Enter into negotiations with local State Schools for the joint usage and development of sport facilities to cater for school and improved access for community use.	Work collaboratively with the coaching provider to develop strong relationships with local schools.	Ongoing	Continuous improvement of junior coaching program and Club competition.	Increase in number of junior teams and general participation. Retention of junior players in sport.	The coaching staff are not involved with the club. Racquet Lab coaches are more invested in Fitzroy Tennis Club where at least 6 of the coaches are members of that club and participate in regular social and competition activities. We learnt this year that they provide a regular quarterly report to that committee and despite many requests they have not done the same with CHTC. We have developed independent relationships with nearby schools and NGOs. For example, LiveWires in Collingwood and Social Health Australia. We have provided a number of children with free racquets, balls and Holiday Pass to book courts during school vacation periods. These children have also received a free

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

						lesson from club members. **Metric:** • Capacity is to have 8 teams but currently we are operating with 4 • The referrals from coaching continue to be hit and miss • Early this year they told us that coaches at Mayors Park were coaching more juniors than FTC, yet FTC has 8 full junior teams

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

5.2	Identify opportunities to provide multi-purpose sports courts in open space locations, as indicated by demand and community support, to cater for social sports participation.	Support the use of courts for a variety of sports and physical wellbeing activities.	Oct 2022	Work with key stakeholders to promote the use of courts for purposes such as Cardio Tennis, netball, futsal and other community activities.	Diversification of court usage by sports/activities other than tennis.	We are happy to promote the multi-purpose use of the facilities. We keep detailed and cleaned statistics on all activities at Mayors Park. We are happy to provide these numbers but at this stage we do not have this information and all external bookings are managed by CoY. We host football social and this year we have promoted Pickleball through the club.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

5.3	Upgrade sports lighting to meet Australian Standards and sport functionality requirements.	Liaise with Council to explore options for improving lighting at MPTNC. Ensure CHTC court bookings reflect actual usage.	Jun 2020	Identify grant opportunities to improve court lighting to LED. Work with Council to improve internal lighting and reduce energy usage.	Functional, reliable court lighting. Reduced energy usage.	This has become a critical issue at the facility and we are keen to have it resolved as quickly as possible. Sanity should prevail here where the Council should understand that replacing old metal halide lights with LED lights is a better proposition than new and bigger metal halide lights! We encourage members to use their PIN codes, we educate them that activation is only possible in a window which is 15 minutes before their booking and 15 minutes after their booking. We encourage members to cancel courts if they know they can no longer commit to the session and we follow up with compliance with PIN code activations against bookings made to

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

						determine 'no shows.' We educate these people to do better and use the resources responsibly.

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

October 7th 2022

To Whom It May Concern:

Social Health Australia has been pleased to help bring awareness to the sport of pickleball in conjunction with the Clifton Hill Tennis Club. Our deductible gift recipient charity was founded two and a half years ago to combat loneliness by fostering social connection, which is how we got involved with this initiative.

As you may be aware by the recent media coverage, the sport is beginning to be recognised not just for providing a way for people to get a bit of cardio and improve hand-eye coordination in a manner that is easy on the joints, pickleball is beginning to be understood for its unique ability to bring together people who don't often have the opportunity to engage with each another.

Our sessions over the past two months have involved more than 60 different people, ranging in age from 10 to 80 and representing every skill level imaginable, including the state's number on ranked player. I've played recreational and competitive sports most of my life, and can honestly say that I have never come across anything activity as accessible, egalitarian and just plain fun as pickleball.

Not only does our organisation hope that the local council sees the wisdom in allowing pickleball to continue at the club, we would also be happy to explore grant opportunities through entities like Vic Health in order to promote the sport as a means of promoting social health.

Regards,

Joe Sehee
Executive Director
Social Health Australia

Attachment 2 - Attachment 2 - CHTC KPI 2021-22 Report

Sports Strategy Key Performance Indicators – CLIFTON HILL TENNIS CLUB 2021-2022

LiveWires were also happy to provide a supporting letter but we did not receive this letter before the last minute deadline.

Attachment 3 - Attachment 3 - MPTNC Coaching Statement - Racquet Lab

RACQUET LAB

MAYOR'S PARK TENNIS & NETBALL CENTRE COACHING REPORT

To:
City of Yarra
Trent Carpenter
Tennis Victoria

Racquet Lab Pty Ltd have been operating the coaching program at MPTNC since successfully winning the contract in September 2019. During this time, Racquet Lab has endured several challenges, notably the complete shut-down during 2020 & 2021 due to COVID 19 but also the task of repairing confidence in tennis coaches in general after the relationship breakdown between members of the Clifton Hill Tennis Club Committee and the previous coaching provider. Despite winning the tender for coaching in a fair and impartial manner, Racquet Lab were initially met with hostility by both the CHTC committee and disgruntled clients of the previous coaching provider. After three years of hard work, we are extremely proud of our strong reputation in the local tennis community and with the tennis-playing members of CHTC, and we believe the relationship between the CHTC committee, Cityside Sports, City of Yarra, and ourselves would be stronger had the committee approached this management model in a positive manner from the outset.

It is Racquet Lab's recommendation that City of Yarra maintain the current management model at MPTNC. Trent Carpenter and the Recreation and Leisure Services Branch have managed the facility in a highly-professional manner during our time operating at the centre, and due to the multiple sports and numerous stakeholders utilising the space we believe City of Yarra are essential in maintaining a balanced and diplomatic environment. Tennis is extremely strong in the area under the current model and our lessons are consistently at full capacity during peak times; the efficient utilisation of court guidelines and KPI's set by City of Yarra are aligned with the local community as a whole instead of prioritising a members-first policy. A change in management model is unnecessary when the current coaching program and player-base is so strong, and it could undo years of development in local tennis.

Warm regards,

Luke Devlin
Director & Head Coach

Racquet Lab
0422947212
luke@racquetlab.net
www.racquetlab.net

Attachment 4 - Attachment 4 - CitySide Sports Reference Letter

CITYSIDESPORTS.COM

Social Sports For Social Players

September 25th, 2022

Yarra City Council

C/- Trent Carpenter

RE: Management of Mayors Park Tennis Centre, Clifton Hill

We thank the council for the opportunity to put forward our opinions on the future management of the venue, as one of the major tenants.

We have a strong preference for the management of the venue to remain in the control of the Yarra City Council, ensuring no user group with a vested interest, manages the day-to-day operations.

Since our time at Mayors Park began in 2007, we have seen some conflict issues that have occurred between the previous management operated by Jeff Baldasserre and Clifton Tennis Club, and have had our own issues (as would be documented by Council) with a small minority of tennis players that have been – particularly in one case – rather aggressive toward our staff, with a feeling of ownership over the venue.

Overall, our experience with the majority of Clifton Tennis Club members and committee is wonderful, and we have always endured to ensure we are respectful of other users and that when issues do arise, they can be handled appropriately and professionally. We have concern on how these issues that occasionally occur would be best handled under a different management model.

Since the temporary change of management structure, with Trent Carpenter from Yarra City Council overlooking the operation of the venue, things have been a lot smoother and things tend to get actioned quicker.

22-24 SYME ST, BRUNSWICK VIC 3056
T (03) 9495-0909 U WWW.CITYSIDESPORTS.COM

A similar structure has been in place at Ryan's Reserve, with ourselves and Yarra Netball Association working cohesively together, ensuring both organisations get the best out of the venue, and respect each other's needs with clear communication, calling on Council when required.

CitySide Sports has previously utilised venues (outside of Yarra) where local sporting clubs of elected volunteers are in charge of the management, and we have had issues with this, especially as committees turnover, meaning a lack of continuity.

Under the current structure there has been some concerns with cleaning, which we were led to believe was the tennis club's responsibility. This matter went on for months as the venue continued to be filthy and uncleaned for weeks. Since the cleaning was returned to control of the council, things have improved dramatically.

While we do not wish to make assumptions on Clifton Tennis Club's ability to manage the venue for all, we believe the current model works best and have a 'if it isn't broke, don't fix it' mentality. We have a good working relationship with the tennis club, and RaquetLab that can continue to thrive for all to benefit from this great venue, as it is.

Thank you.

Sincerely,

Geoff Taylor

Director of CitySide Sports Pty Ltd

geoff@citysidesports.com

M. 0414 233 822

Attachment 5 - Attachment 5 - Racquet Lab Reference Letter - Fitzroy Tennis Club

Fitzroy Tennis Club Inc.

Reg A0031103F
ABN 53918137542
100F St Georges Rd FITZROY NORTH Vic 3068
P.O. Box 1010 FITZROY NORTH Vic 3068
www.fitzroytc.net
FitzroyTennisClub@.gmail.com

To:
Trent Carpenter
City of Yarra

Reference for Racquet Lab

Dear Trent,

I understand that the City of Yarra will soon be making a decision on the awarding of the contract for tennis coaching services for Clifton Hill Tennis Club at Mayors Park. FTC has had over 4 year's experience with the current coaching providers, Racquet Lab, and we would like to offer our perspective on their services.

The FTC Committee first awarded the coaching contract for our club to Racquet Lab in 2018. Over the last four years the club has become increasingly happy with their performance, for the reasons discussed below. More recently Racquet Lab took over the coaching duties at Clifton Hill Tennis Club. With the same provider serving both of the only two public tennis facilities in the City of Yarra, we feel that a worthwhile synergy has been created, and so are writing to commend a continuation of Racquet Lab's contract at Clifton Hill.

The FTC Committee agreed in August to an extension of our current contract with Racquet Lab for a further 12 months. (The upcoming redevelopment of the Brunswick St Oval Precinct prevents a longer commitment.) The reasons for our ongoing satisfaction with Racquet Lab can be summarised as follows:

- Professionalism - Coaches are qualified professionals who work within the TV and TA guidelines, and update their training regularly.
- Ethical business practices - Staff, both salaried and casual are paid award rates with the associated benefits.
- Working with the FTC Committee - Racquet Lab adheres conscientiously to contractual agreements re court usage and payments, also offering flexibility and support.
- Supporting club events - Coaches join in and assist with the various club social events, competitions and championships.
- Working with Juniors –
    - The popular Hot Shots program progresses juniors systematically through 3 levels, to achieve competition standard.
    - Coaches assist our Junior Coordinator with team selection, as well as the organisation of Junior Club Championships
    - School holiday clinics run each term, for both juniors and adults.
    - Emphasis is placed on developing important sporting values of fairness, effort, etiquette and support.

Fitzroy Tennis Club Inc. Reg A0031103F
ABN 53918137542
100F St Georges Rd FITZROY NORTH Vic 3068
P.O. Box 1010 FITZROY NORTH Vic 3068
www.fitzroytc.net
FitzroyTennisClub@.gmail.com

- Expanding services - With additional coaches in the team, recent initiatives have included:
  - Cardio Tennis
  - Teenage holiday clinics...a new component of junior clinics
  - A weekly mentoring program, with experienced juniors supporting younger players
  - A weekly intraclub mini comp for Hot Shot players
- Community involvement - Racquet Lab shows a strong commitment to the City Of Yarra community through:
  - Providing free coaching for local schools
  - Working with Tennis Victoria to provide tennis clinics for Special School Students
  - Developing future leaders by training young coaching assistants and mentors, as well as supporting young people to partake in external leadership courses
  - Extending coaching classes beyond club members to the wider community.

Finally, with the impending closure of FTC for an indeterminate period while our redevelopment is carried out, an ongoing contract at Clifton Hill would help Racquet Lab's business to survive this severe disruption.

We hope that this perspective will be useful in your decision making.

Warm regards,

C. J. Ryan

Christopher Ryan
President
FTC Committee

8.4 Heidelberg Road corridor - Permanent Built Form Provisions

Executive Summary

Purpose

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

(a) Replace the current interim Design and Development Overlay – Schedule 18 (interim DDO18) with a permanent DDO18, amend Local Area Policy at Clause 11.03-1L Activity Centres, apply two new Heritage Overlays, delete the Heritage Overlay from a property and make subsequent changes to Incorporated and Background Documents;

(b) Request consent from the Minister for Planning to prepare and exhibit draft Amendment C273 in accordance with the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee, appointed under Section 151 of the *Planning and Environment Act 1987*; and

(c) Request the Minister for Planning in accordance with section 8(1)(b) and section 20(4) of the *Planning and Environment Act 1987* extend the expiry date for interim DDO18.

Key Issues

Interim DDO18 applies to Commercial zoned land along Heidelberg Road and was approved by the Minister for Planning in September 2021. As it is due to expire after 22 April 2023, Council needs to progress permanent provisions to manage change and provide as much certainty as possible about future development outcomes.

Financial Implications

The costs associated with preparing strategic work to underpin permanent provisions; exhibition of the amendment and Advisory Committee fees have been considered within the Strategic Planning budget.

PROPOSAL

In summary, that Council:

(a) adopt the proposed permanent built form provisions for the Heidelberg Road precincts, changes to the Heritage Overlay and the supporting documents which informed the provisions as the basis of a proposed amendment to the Yarra Planning Scheme;

(b) request the Minister for Planning give consent to prepare and exhibit Draft Amendment C273yara in accordance with the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee, appointed under Section 151 of the *Planning and Environment Act 1987*;

(c) note that should the Minister for Planning determine not to proceed with an *Advisory Committee*, Council would proceed with the 'usual' full amendment process, seeking 'authorisation' from the Minister for Planning to exhibit an amendment; and

(d) request the Minister for Planning extend the expiry date for interim DDO18 which applies to the Heidelberg Road Precincts for an extra 12 months while the permanent provisions are considered.

8.4 Heidelberg Road corridor - Permanent Built Form Provisions

Reference	D22/263303
Author	Casey Lord - Senior Strategic Planner
Authoriser	Director Planning and Place Making

Purpose

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

   (a) replace the current interim Design and Development Overlay – Schedule 18 (interim DDO18) with a permanent DDO18, amend Local Area Policy at Clause 11.03-1L Activity Centres, apply two new Heritage Overlays, delete the Heritage Overlay from a property and make subsequent changes to Incorporated and Background Documents;

   (b) request consent from the Minister for Planning to prepare and exhibit draft Amendment C273 in accordance with the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee, appointed under Section 151 of the Planning and Environment Act 1987;

   (c) request the Minister for Planning in accordance with section 8(1)(b) and section 20(4) of the Planning and Environment Act 1987 extend the expiry dates for interim DDO18.

Critical analysis

History and background

Context

2. Draft Amendment C273 applies to Commercial 1 and Commercial 2 zoned land along Heidelberg Road, Fairfield/Alphington. Part of the area is included in the Heidelberg Road Neighbourhood Activity Centre (NAC). See Location Map below.



Note: Proposed permanent Design and Development Overlay – Schedule 18 does not apply to the former Alphington Paper Mill (APM) site.

3. Plan Melbourne, the Yarra Housing Strategy (2018) and the recently adopted planning policy framework in Amendment C269 direct the majority of employment and housing growth in Yarra to activity centres.

4. The Yarra Housing Strategy (2018) notes a large amount of development is already occurring within the former Alphington Paper Mill (APM) site in the Heidelberg Road NAC.

5. The Yarra Spatial Economic and Employment Strategy (2018) supports growth in retail and other employment uses in the NAC and commercial areas along Heidelberg Road.

6. Council's adopted Clause 11.03-1L Activity Centres policy includes the objective '*to manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction*'.

7. Planning policy reinforces the importance of the NAC and surrounding commercial areas in accommodating growth while limiting any adverse impacts on established residential areas.

8. The former APM site is identified in Plan Melbourne as an 'urban renewal precinct' and is identified as a 'high change area' in Yarra's Housing Strategy and in adopted Clause 16.01-1L 'Location of residential development' of Amendment C269. Redevelopment of this site is guided by a site-specific Development Plan Overlay (DPO) and an approved Development Plan.

9. Land along Heidelberg Road in Fairfield and Alphington is experiencing development pressure due to its good access to Melbourne CBD, proximity to public transport and other employment and activity centres.

10. Recent planning permit applications and VCAT decisions show that development pressure is continuing to occur, within commercial areas outside the former APM site.

11. The communities in Fairfield and Alphington have expressed concerns about the scale and amount of development and have sought stronger planning provisions to achieve greater certainty and a balance between allowing some development, retaining a sense of place and protecting adjacent residential areas.

Strategic work – Draft LAP and Background technical studies

12. In 2019/20, officers prepared a draft Local Area Plan (draft LAP) in conjunction with officers from Darebin Council and draft interim planning provisions for the south side of Heidelberg Road (Yarra only).

13. The approach was to prepare a common strategic framework, the Local Area Plan, for the Heidelberg Road Corridor and for Yarra to commence detailed work on built form and heritage provisions for those areas within the Yarra municipality.

14. The draft LAP includes a strategic framework for the corridor and proposes the introduction of an interim Design and Development Overlay (DDO) for the Commercial 1 and Commercial 2 Zone areas and some Heritage Overlays along Heidelberg Road. The draft LAP provides key directions for future land use, transport, built form, public realm and housing changes in the commercial and industrial areas on both sides of Heidelberg Road.

15. Detailed built form, heritage and traffic assessments were undertaken to inform the draft LAP and interim DDO18. This work included the:

    (a) Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019;

    (b) Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019;

    (c) Part 1: Heidelberg Road Built Form Framework – Urban Context Analysis, Hodyl & Co, July 2019;

    (d) Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019; and

    (e) Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019.

16. Yarra's detailed built form, heritage and transport work is focussed on the commercial zones in the three precincts identified in the draft LAP along the south side of Heidelberg Road (noting that Precinct 3 is split into two sub-precincts):

    (a) Precinct 1: Commercial 1 Zone land between Yarra Bend Road and Fairfield Park Drive;

    (b) Precinct 2: Commercial 2 Zone land between Panther Place and Austin Street, Fairfield;

    (c) Precinct 3A: Commercial 1 Zone land between Chandler Highway and Coate Avenue, part of the Heidelberg Road Neighbourhood Activity Centre (NAC); and

(d) Precinct 3B: Commercial 1 Zone land east of the former APM site between Parkview Road and Como Street, part of the Heidelberg Road NAC.

17. Council considered the draft LAP and interim DDO18 on 4 February 2020 and resolved to undertake future consultation on the LAP and request the Minister for Planning approve interim built form provisions.

18. Consultation was undertaken on the draft LAP and interim DDO in 2021 (see paragraph 67).

19. The draft LAP will be finalised once Darebin City Council has completed its detailed background work. Yarra City Council adopted the draft LAP as an interim position on 4 February 2020.

Interim Design and Development Overlay

20. At its meeting on 4 February 2020, Council resolved to request the Minister for Planning approve proposed interim DDO18 for commercial areas along Heidelberg Road, Fairfield and Alphington (via Planning Scheme Amendment C272).

21. It also requested the Minister consider the application of two interim Heritage Overlays (HO451 and HO455) at 730-734 Heidelberg Road, Alphington and at 760-764 Heidelberg Road, Alphington (both in Precinct 3B).

22. Amendment C272 was approved with changes. All requirements were approved as discretionary provisions (whereas Council had requested a mix of mandatory and discretionary requirements - see Tables 1-4 for further information). The requested interim Heritage Overlays were not supported.

23. Interim DDO18 came into effect on 22 October 2021.

24. As the interim DDO will expire on 22 April 2023, Council needs to progress permanent provisions to ensure interim DDO18 remains in place while permanent provisions are progressed.

Discussion

Review of interim DDO18

25. Officers have undertaken a review of the interim DDO to test its suitability for translation into permanent provisions and recommend necessary refinements. The review included:

(a) Consideration of consultation feedback from 2021 (see Community and Stakeholder Engagement section of this report below);

(b) Feedback on interim DDO18 from relevant Council Units, including Statutory Planning and Strategic Transport;

(c) Consideration of Victorian Civil and Administrative Tribunal (VCAT) cases within the area to enhance the clarity and workability of the provision;

(d) Learnings from other recently adopted amendments (such as C291 – Bridge Road and Victoria Street, and C293 - Collingwood South Precinct); and

(e) Ensuring it will achieve the development outcomes sought for the precincts.

Proposed Planning Scheme Amendment C273

26. The proposed draft amendment consists of the following elements. It:

(a) Amends Local Area Policy at Clause 11.03-1L Activity Centres and inserts a new section on the Heidelberg Road Neighbourhood Activity Centre to guide built form within the activity centre (see Attachment 1).

Note: This aspect of the amendment relies on the approval of Amendment C269 (planning policy framework). If Amendment C269 is not approved before exhibition on C273 commences, the updated policy would be included in existing Clause 21.08 Neighbourhoods - Fairfield - Alphington;

(b) Replaces interim Design and Development Overlay Schedule 18 (interim DDO18) with permanent Design and Development Overlay Schedule 18 (DDO18) which applies to the land zoned Commercial (C1Z and C2Z) along Heidelberg Road (see Attachment 2);

(c) Applies a Heritage Overlay - HO451 to 730-734 Heidelberg Road, Alphington (see Attachment 3 for the Statement of Significance);

(d) Applies a Heritage Overlay - HO455 to 760-764 Heidelberg Road, Alphington (see Attachment 3 for the Statement of Significance);

(e) Deletes Heritage Overlay HO362 from 2 Killop Street, Alphington (see Attachment 1 for the Deletion Map);

(f) Amends the Schedule to Clause 43.01 Heritage Overlay to include HO451 and HO455 (see Attachment 1);

(g) Amends the Schedule to Clause 72.04 Incorporated Documents to include "The Post Office and the group of shops on Heidelberg Road Statement of Significance" and "Cooper Knitting Factory (former) Statement of Significance" (see Attachment 1) and updates the "City of Yarra Database of Heritage Significant Areas" (see Attachment 1);

(h) Amends the Schedule to Clause 72.08 Background Documents (see Attachment 1) to include:

(i) Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019 (see Attachment 4);

(ii) Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019 (see Attachment 5);

(iii) Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019 (see Attachment 6);

(iv) Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019 (see Attachment 7);

(i) Amends Planning Scheme Map Nos. 3DDO and 4DDO by replacing interim DDO18 with a permanent DDO18 (see Attachment 1); and

(j) Amends Planning Scheme Map No. 4HO by applying HO451 and HO455 and deleting HO362 from the property at 2 Killop Street, Alphington (see Attachment 1).

Update to Clause 11.03-1L Activity Centres

27. Clause 11.03-1L Activity Centres (under the Heidelberg Road, Alphington subheading) would include strategies to reinforce expectations around use and development in the NAC (see Attachment 1). The updated policy is informed by the built form framework, development plan for the former APM site and draft LAP.

Update to Schedule to Clause 72.04 Incorporated Documents

28. Statements of Significance for new heritage overlays must be included in the Planning Scheme as incorporated documents (as outlined in *Planning Practice Note 1 – Applying the Heritage Overlay*). The following Statements of Significance will be added to the list of Incorporated Documents in the Schedule to Clause 72.04 (see Attachment 3 for the Statements of Significance and Attachment 1 for the Schedule to Clause 72.04):

(a) The Post Office and the group of shops on Heidelberg Road Statement of Significance; and

(b) Cooper Knitting Factory (former) Statement of Significance.

29. Updates to the Incorporated Document - "City of Yarra Database of Heritage Significant Areas" are also required to reflect the proposed changes to the Heritage Overlay. The document date will be updated and the new heritage overlays and their gradings will be added (See Attachment 1).

Update to Schedule to Clause 72.08 Background Documents

30. The Schedule to Clause 72.08 Background Documents will be updated to reference the following documents (See Attachment 1):

    (a) Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019;

    (b) Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019;

    (c) Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019; and

    (d) Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019;

31. This change is required to ensure relevant background work that informed the amendment is referenced in the planning scheme and can be used to inform planning decisions, when needed. (see Attachments 4 to 7).

Proposed Heritage Overlays

730-734 Heidelberg Road, Alphington (group of 3 shops)

32. The group of three shops at 730-734 Heidelberg Road, Alphington (Figures 1 and 2) are of historical and aesthetic significance to the City of Yarra as one of the few remnant intact buildings from the Interwar period phase of development in this part of Heidelberg Road (Alphington Village). Whilst modest in scale, they retain their original parapets and unusually their original shopfronts.



Figure 1: 730 Heidelberg Road



Figure 2: 732-734 Heidelberg Road

760-764 Heidelberg Road, Alphington

33. Initially constructed as three premises in 1922, the single storey building at 760-764 Heidelberg Road, Alphington (Figure 3), was expanded and later consolidated by A. Cooper Knitting Manufacturer. It is representative of the commercial and industrial development that occurred during the Interwar period along Heidelberg Road, and was one of several knitting enterprises that were established along Heidelberg Road at this time. The expansion of the building during the late 1930s and early 1940s is indicative of the important role of the local knitting industry during WWII. The single storey building is aesthetically significant as an intact example of an Interwar period building constructed on a prominent corner site. It is distinguished by its parapet and projecting piers. The original pattern of openings, shopfront division, and canopy remains mostly intact.



Figure 3: 760-764 Heidelberg Road



Figure 4: 2 Killop Street

2 Killop Street, Alphington

34. 2 Killop Street (Figure 4) is located in one of the small peripheral sections of HO362. The late 20th century house at 2 Killop Street was identified as an anomaly at the edge of the Alphington East Precinct which is largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs. It varies greatly from the graded building stock in the precinct and it is recommended to be removed from the precinct on this basis in the heritage advice.

Proposed Permanent Design and Development Overlay Schedule (DDO18)

35. The key tool within the Victorian Planning Provisions that Councils can use to locally guide built form and design of new development is a Design and Development Overlay (DDO).

36. A DDO is a complementary planning tool to the zone and is one of a number of planning provisions in addition to policy which must be taken into account when determining a planning permit application.

37. It cannot act as a defacto heritage control, manage land use or address other issues such as shop vacancies or housing affordability. It can only focus on design and development outcomes in the context of the overall policy framework and other relevant provisions.

38. The proposed DDO18 seeks to provide a balance between allowing a certain level of new development in the commercial areas along Heidelberg Road and protecting existing heritage buildings (including those proposed in C273), sensitive residential and parkland interfaces.

39. The DDO schedule is informed by the Built Form Framework and heritage built form recommendations to address the unique built form character of each precinct.

40. The proposed permanent DDO18 is based on sound strategic background work and learnings from recent amendments, such as C191, C291 and C293.

General changes to interim DDO18

41. Updates and changes to interim DDO18 include:

    (a) refining the wording to increase the clarity of requirements and alignment with recent amendment work;

    (b) introducing a balance of mandatory controls and discretionary requirements to guide built form elements to ensure good outcomes towards sensitive residential interfaces, parkland and towards heritage buildings and the public realm (see Tables 1-4);

    (c) taking recent planning context, such as recent amendments and VCAT decisions, and approach to heritage provisions into account;

    (d) refining the design requirements to ensure good pedestrian oriented and façade outcomes; and

(e) updating maps to communicate the built form provisions more clearly.

42. See Attachment 2 for the proposed permanent DDO18.

Recommended built form requirements and controls

43. The proposed permanent DDO18 would guide new development by:

(a) requiring a 3 metre front setback to significantly improve pedestrian amenity along Precincts 1, 2, 3A (noting that a 4.5 metre front setback is required to Coate Avenue) and 3B (between Parkview Road and Park Avenue);

(b) framing the Heidelberg Road corridor with a street wall edge of generally 2-4 storeys to create distinction between lower and upper levels and maintain pedestrian scale;

(c) allowing for a more robust street wall where the corridor significantly widens in Precincts 1 and 3A;

(d) retaining a sense of openness through upper-level setbacks of generally 6 metres towards Heidelberg Road;

(e) allowing for building heights, generally between 4-5 storeys in Precincts 2 and 3B;

(f) allowing for building heights (on selected larger sites) of up to 7 storeys in Precinct 1 (within the Porta site) and 8 storeys in Precinct 3A (for the section of the site at the corner of Heidelberg Road and Chandler Highway) (ensuring building heights remain subordinate to development on the former APM site);

(g) setting bulk away from residential and parkland interfaces to minimise amenity impacts and visibility, mainly by:

(i) ground floor setback requirements where existing dwellings are within 15m or less of a rear boundary;

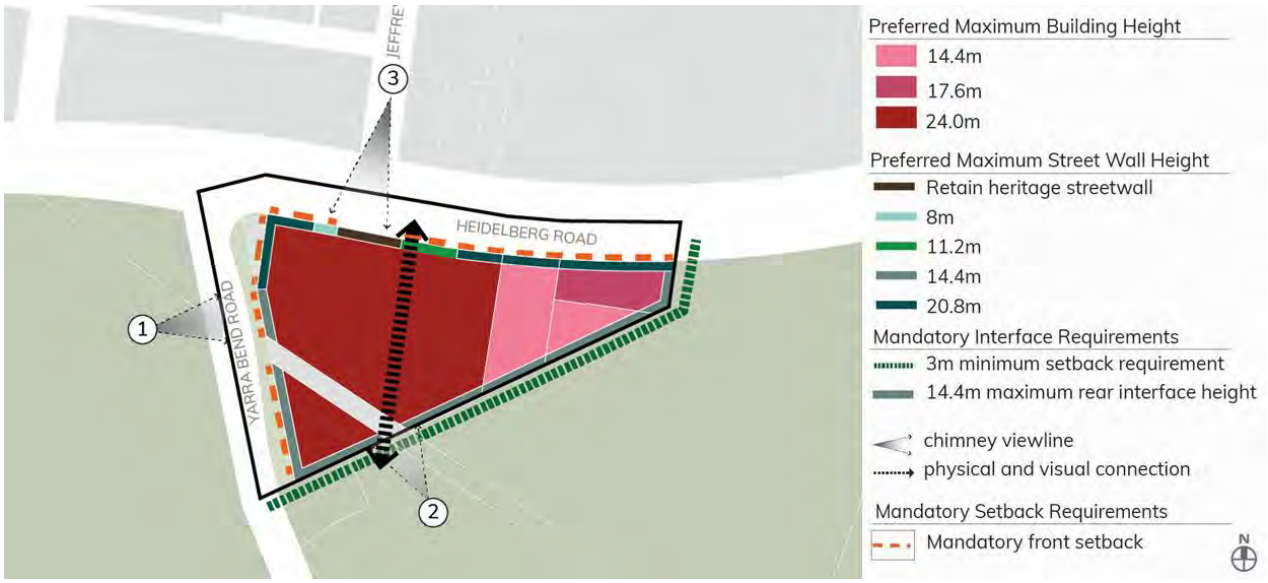
(ii) an 8 metre maximum boundary/rear wall; and

(iii) development to be contained within a 45-degree angle above; and

(h) including numerous design requirements to ensure good pedestrian outcomes, well-designed facades and sensitive responses towards heritage buildings.

44. Tables 1-4 below compare the main built form parameters from the approved interim DDO18 with the proposed permanent DDO18. The main differences are in relation to which parameters are recommended as mandatory, given the approved interim DDO18 has no mandatory controls. In the tables: 'M' – identifies a mandatory control and 'D' – identifies a discretionary provision.

Table 1: Precinct 1



Design Strategy – Source: Heidelberg Road Built Form Framework Creation of a mid-rise precinct that frames Heidelberg Road and steps down towards the adjacent parks to maintain the prominence of the landscape setting. The Porta heritage building is retained, views to the brick chimney are enhanced through sensitive redevelopment and a new north-south pedestrian connection links Heidelberg Road to the park.				
Require-ments	**Council adopted interim DDO18** **4 Feb 2020**	**Gazetted Interim DDO18**	**Proposed Permanent DDO18**	**Justification**
Building height	Porta: 24m – M Remaining: 14.4m-17.6m – D Council resolution on 4 Feb 2020: reduce max height of Porta to 7 storeys and 5 storeys for remaining parts.	Porta: 24m – D Remaining: 14.4m-17.6m - D	Porta: 24m – D Remaining: 14.4m-17.6m - D	The heights were reduced by Council on 4 February 2020 and approved in the interim DDO18. It is recommended the lower heights are retained as discretionary and additional criteria for proposals that exceed the preferred maximum height are applied to assess additional offsite impacts, such as overshadowing and visual bulk. Proposals exceeding the preferred height would need to achieve: • increased separation distances; • higher ESD standards; • no additional overshadowing of sensitive interfaces; and • increased private and communal open space (where the proposal includes dwellings). This approach is consistent with other recent amendments. It allows for the assessment of a proposal and its alignment with built form outcomes sought by the DDO. The VCAT case for the site at 224-256 Heidelberg Road, Fairfield (VCAT Reference P760/2021), gave considerable statutory weight to the heights in the interim DDO18 and DDO1 (Yarra (Birrarung) River Corridor) in upholding Council's refusal of the application.
Street wall height	8m-20.8m – D	8m-20.8m - D	8m-20.8m - D	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18. Creates a well-defined street edge which does not visually dominate in relation to the width of the corridor. In combination with the front setback, the six-storey street wall towards the north-western corner provides a more balanced street wall height against the width of the Heidelberg Road corridor and Yarra Bend Road intersection. The street wall steps down towards the heritage building to retain the sense of openness around it.
Front Setback to street(s)	3m to Heidelberg Rd (except for heritage buildings) and Yarra Bend Rd - M	3m to Heidelberg Rd (except for heritage buildings) and Yarra Bend Rd - D	3m to Heidelberg Rd (except for heritage buildings) and Yarra Bend Rd - M	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18 (as discretionary). Officers recommend the setback requirement is applied as a mandatory minimum to ensure a uniform street edge along with the robust street wall height. The setback also supports opportunities for street activation and significantly improved pedestrian amenity and access through landscaping, inclusion of outdoor seating and trading space. The VCAT case for the site at 224-256 Heidelberg Road, Fairfield (VCAT Reference P760/2021) gave considerable statutory weight to the setback requirements towards Yarra Bend Road in the interim DDO18 in upholding Council's refusal of the application.
Minimum upper-level setback	Upper-level setback above Heidelberg Rd, Yarra Bend Rd	Upper-level setback above Heidelberg Rd, Yarra	Upper-level setback above Heidelberg Rd, Yarra	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18. The balance between street wall height and a 6m upper-level setback would achieve well-proportioned buildings where the upper levels form a recessed, lighter element above a solid base

	street walls: 6m – M	Bend Rd street walls: 6m – D	Bend Rd street walls: 6m – D	building form. Officers recommend this is applied as a discretionary requirement as the reduced building height means the upper levels are a comparatively small element compared to the lower levels.
Maximum rear interface height	14.4m or 4 storeys height at park interface - M	14.4m or 4 storeys height at park interface – D	14.4m or 4 storeys height at park interface - M	Recommended in the built form framework prepared by Hodyl & Co. as mandatory and approved in the interim DDO18 as discretionary. Officers recommend a mandatory control to protect parkland from unreasonable overshadowing and reduce visual bulk when viewed from the parkland. The mandatory controls provide an appropriate balance between creating an urban edge and activation (e.g. by providing surveillance of the car park area) and ensuring that the buildings are set within the landscape and are not the dominant feature. This is demonstrated by the existing four-storey apartment development which sits within the scale of the large canopy trees. The VCAT case for the site at 224-256 Heidelberg Road, Fairfield (VCAT Reference P760/2021) gave considerable statutory weight to the requirements in the interim DDO18 and DDO1 in upholding Council's refusal of the application. The view lines identified in the built form framework and Map 1 of interim DDO18 were also of importance in VCAT's decision.
Upper-level setbacks **(above rear interface)**	Envelope to be contained within 45-degree angle above - M	Envelope to be contained within 45-degree angle above – D	Envelope to be contained within 45-degree angle above - M	
Minimum rear boundary setback	3m ground floor rear boundary setback from parklands - M	3m ground floor rear boundary setback from parklands – D	3m ground floor rear boundary setback from parklands - M	

Table 2: Precinct 2



Design Strategy - Source: Heidelberg Road Built Form Framework

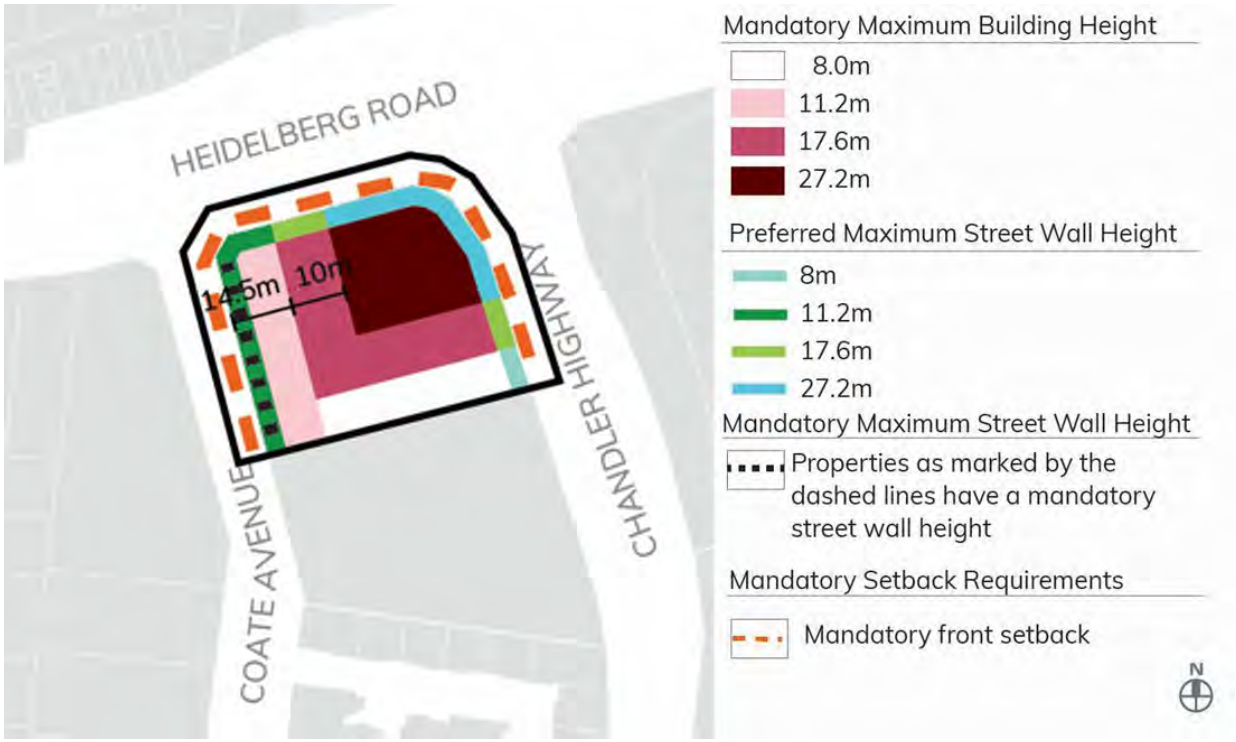
Creation of a mid-rise, commercial precinct that frames Heidelberg Road with active uses and additional greening opportunities.

Require-ments	**Council adopted interim DDO18** **4 Feb 2020**	**Gazetted Interim DDO18**	**Proposed Permanent DDO18**	**Justification**
Height of the building/s	16m - 20m (4 to 5 storeys) – M Council: reduce max height from 5 and 6 storeys (20 to 24m) to 4 and 5 storeys (16 to 20m) (except for sites	16m - 20m (4 to 5 storeys) - D	16m - 20m (4 to 5 storeys) - D	The heights were reduced by Council on 4 February 2020 and approved in the interim DDO18. It is recommended the lower heights are retained as discretionary and additional criteria for proposals that exceed the preferred maximum height are applied to assess additional offsite impacts, such as overshadowing and visual bulk. Proposals exceeding the preferred height would need to achieve:

	proposed to be affected by interim HO).			• increased separation distances; • higher ESD standards; and • no additional overshadowing of sensitive interfaces. This approach is consistent with other recent amendments. It allows for the assessment of a proposal and its alignment with built form outcomes sought by the DDO.
Street wall height	16m to Heidelberg Rd – M 8m to Park Cres – M 16m to side streets - M	16m to Heidelberg Rd D 8m to Park Cres – D 16m to side streets - D	16m to Heidelberg Rd – M 8m to Park Cres - M 16m to side streets - D	The built form framework prepared by Hodyl & Co. recommended the application of this requirement as a mandatory requirement. In combination with the ground floor setback, the four-storey street wall to Heidelberg Road would provide for a balanced street wall edge against the width of Heidelberg Road corridor. A two storey street wall would apply to Park Crescent.
Front Setback to street(s)	3m to Heidelberg Rd and Park Cres - D	3m to Heidelberg Rd and Park Cres - D	3m to Heidelberg Rd and Park Cres - M	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18 (as discretionary). Officers recommend the setback requirement is applied as a mandatory minimum to ensure a uniform street edge along with the street wall height. The setback also supports opportunities for street activation and a significantly improved pedestrian amenity and access through landscaping, inclusion of outdoor seating and trading space.
Minimum upper-level setback	6m from frontage streetwall (Heidelberg Rd and Park Cres – M 3m from other side street - D	6m from frontage streetwall (Heidelberg Rd and Park Cres) and 3m from other side street - D	6m from frontage streetwall (Heidelberg Rd and Park Cres) – D 3m from other side street - D	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18. The balance between street wall height and a 6m upper-level setback would achieve well-proportioned buildings where the upper levels form a recessed, lighter element above a solid base building form. Officers recommend this is applied as a discretionary requirement as the reduced building height means the upper levels are a comparatively small element compared to the lower levels. The 3m discretionary setback towards side streets is appropriate as it minimises overshadowing of opposite footpaths and retains a sense of openness for the side streets.
Maximum rear interface height	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m - D	Develop-ment adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – D	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – M	Recommended in the built form framework prepared by Hodyl & Co. as mandatory and approved in the interim DDO18 as discretionary. Officers recommend the rear interface requirements are applied as mandatory requirements to ensure residential properties are protected from overshadowing and overlooking, and visual bulk is minimised when viewed from the residential properties to the south. The built form framework demonstrated these requirements are necessary to ensure appropriate outcomes are achieved and sensitive spaces to the

Upper-level setbacks **(above rear interface)**	Envelope to be contained within 45-degree angle above - M	Envelope to be contained within 45-degree angle above – D	Envelope to be contained within 45-degree angle above - M	south are not unreasonably impacted by new development.
Minimum rear boundary setback	A minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary – M	A minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary – D	A minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary – M	

Table 3: Precinct 3A



Design Strategy - Source: Heidelberg Road Built Form Framework

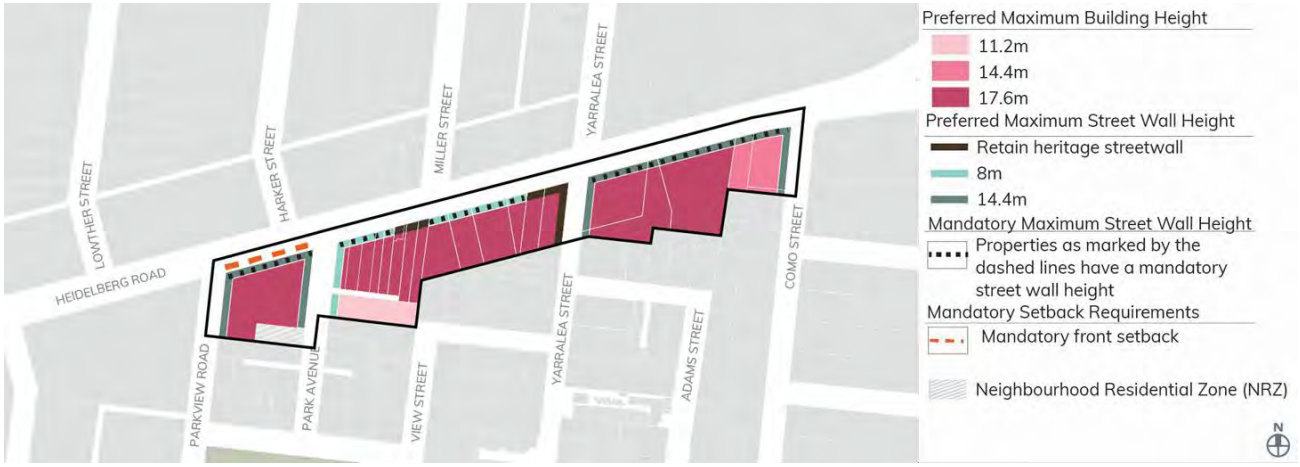
Provide a well-designed mid-rise, mixed-use building that marks the prominent corner location and respects the character of the neighbourhoods to the south and west. Incorporate a landscape setback to all boundaries to provide an attractive, garden setting to Coate Avenue and the southern boundary and to significantly improve the pedestrian experience to Heidelberg Road and Chandler Highway.

Require-ments	**Council adopted interim DDO18** **4 Feb 2020**	**Gazetted Interim DDO18**	**Proposed Permanent DDO18**	**Justification**
Height of the building/s	27.2m – M Note: at corner of	27.2m – D Note: at corner of	27.2m – M Note: at corner of	Recommended in the built form framework prepared by Hodyl & Co. as discretionary and approved in the interim DDO18 as discretionary.

	Heidelberg Rd & Chandler Hwy 17.6m – M (centre of the site 11.2m – M (Coate Avenue) Council: Ensure that recent Council and VCAT decisions regarding overall heights and transitioning to rear properties 582 H'Berg Rd are reflected in future documents.	Heidelberg Rd & Chandler Hwy 17.6m –D (centre of the site) 11.2m – D (Coate Avenue)	Heidelberg Rd & Chandler Hwy 17.6m – M (centre of the site 11.2m – M (Coate Avenue)	Unlike the former APM site, this site is not identified as a 'high change area' in the Strategic Housing Framework Plan (adopted Clause 16.01-1L) in C269. There is a need to ensure that any development strikes a balance between providing a response to the very wide road corridors, the site's location in the NAC next to the former APM site and the need to transition down towards the low-rise residential areas to the south and west. The VCAT decision in relation to the site has been considered, however as the decision in 2018 provided no specific recommendation around height, the officers have relied on the Built Form Framework. Officers recommend a mandatory height so that the form steps down from the former APM site towards the low-rise residential area.
Street wall height	8m-27.2m to Chandler Hwy & Heidelberg Rd – M 11.2m to Coate Avenue – M	8m-27.2m to Chandler Hwy & Heidelberg Rd – D 11.2m to Coate Avenue - D	8m-27.2m to Chandler Hwy & Heidelberg Rd – D 11.2m to Coate Avenue – M	Recommended in the built form framework prepared by Hodyl & Co. as mandatory and approved in the interim DDO18 as discretionary. Officers recommend a mandatory requirement is applied along Coate Avenue to ensure the street wall respects the low-rise residential character. This would operate alongside the precinct-specific upper-level setbacks. Officers recommend a discretionary requirement applies along Heidelberg Road and Chandler Highway. These frontages on the wider section of the corridor can accommodate a more robust street wall. Along with the front setbacks, this would achieve a sense of enclosure and definition to the street edge while not visually dominating the street. The proposed requirements generally align with Council's position during the VCAT case for 582 Heidelberg Road (VCAT Reference P1558/2018).
Front Setback to street(s)	3m to Heidelberg Rd and Chandler Highway - M 4.5m to Coate Ave – M	3 metres to Heidelberg Road and Chandler Highway- D 4.5m to Coate Ave – D	3m to Heidelberg Rd and Chandler Highway - M 4.5m to Coate Ave – M	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18 (as discretionary). Officers recommend the setback requirement as a mandatory minimum to ensure an improved street edge, along with the street wall height. The setback also supports opportunities for street activation and a significantly improved pedestrian amenity and access through landscaping, inclusion of outdoor seating and trading space. The measurements generally align with Council's position during the VCAT case for 582 Heidelberg Road (VCAT Reference P1558/2018).
Minimum upper-level setback	6m from Heidelberg Rd and Chandler	6m from Heidelberg Rd and	6m from Heidelberg Rd and Chandler	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18. The balance between street wall height and a 6m upper-

	Hwy Street wall – D 10 metres from Coate Ave streetwall, further 10 metres above secondary street wall – M	Chandler Hwy Street wall – D 10 metres from Coate Ave streetwall, further 10 metres above secondary street wall – D	Hwy Street wall – D 10 metres from Coate Ave streetwall, further 10 metres above secondary street wall – M	level setback would achieve well-proportioned buildings where the upper levels are a recessed, lighter element above a solid base building form. Officers recommend this is applied as a discretionary requirement towards Heidelberg Road/Chandler Highway as the reduced building height means the upper levels form a comparatively small element compared to the lower levels. Mandatory upper-level setbacks towards Coate Avenue are recommended to ensure a development appropriately transitions down towards the residential character. The measurements generally align with Council's position during the VCAT case for 582 Heidelberg Road (VCAT Reference P1558/2018).
Maximum rear interface height	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – D	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – D	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – M	Recommended in the built form framework prepared by Hodyl & Co. as mandatory and approved in the interim DDO18 as discretionary. Officers recommend the rear interface requirements are applied as mandatory requirements to ensure residential properties are protected from overshadowing and overlooking, and visual bulk is minimised when viewed from the residential properties to the south. The built form framework demonstrated that these requirements are necessary to ensure appropriate outcomes are achieved and sensitive spaces to the south are not unreasonably impacted by new development. The measurements generally align with Council's position during the VCAT case for 582 Heidelberg Road (VCAT Reference P1558/2018).
Upper-level setbacks **(above rear interface)**	Envelope to be contained within 45-degree angle above - M	Envelope to be contained within 45-degree angle above - D	Envelope to be contained within 45-degree angle above - M	
Minimum rear boundary setback	4.5m setback – M	4.5m setback – D	4.5m setback – M	

Table 4: Precinct 3B



Design Strategy - Source: Heidelberg Road Built Form Framework

Develop a new mid-rise character for the existing neighbourhood centre which complements the scale and facilities in the former Alphington Paper Mills site. Enhance the setting of heritage buildings and the fine-grain development patterns through a low-street wall height.

Requirements	**Council adopted interim DDO18** **4 Feb 2020**	**Gazetted Interim DDO18**	**Proposed Permanent DDO18**	**Justification**
Height of the building/s	17.6m East of Parkview Rd – M 11.2m – to rear land between Park Ave and View St – M 14.4m – on Heidelberg Rd at eastern end of precinct – M Council: Reduce max height to 5 storeys (17.6m). Ensure that recent Council and VCAT decisions regarding overall heights and transitioning to rear properties 700-718 H'Berg Rd are reflected in future documents.	17.6m East of Parkview Rd – D 11.2m – to rear land between Park Ave and View St – D 14.4m – on Heidelberg Rd at eastern end of precinct – D	17.6m East of Parkview Rd – D 11.2m – to rear land between Park Ave and View St – D 14.4m – on Heidelberg Rd at eastern end of precinct – D	The heights were reduced by Council on 4 February 2020 and approved in the interim DDO18. It is recommended the lower heights are retained as discretionary and additional criteria for proposals that exceed the preferred maximum height are applied to assess additional offsite impacts, such as overshadowing and visual bulk. Proposals exceeding the preferred height would need to achieve: • increased separation distances; • higher ESD standards; • no additional overshadowing of sensitive interfaces; and • increased private and communal open space (where the proposal includes dwellings). This approach is consistent with other recent amendments. It allows for the assessment of a proposal and its alignment with built form outcomes sought by the DDO.
Street wall height	700-718 Heidelberg Road: 4 storeys – M Between Park Avenue and Yarralea Street: 2 storeys – M Between Yarralea and Como Street: 4 storeys – M Side streets: Varies – M	700-718 Heidelberg Road: 4 storeys – D Between Park Avenue and Yarralea Street: 2 storeys – D Between Yarralea and Como Street: 4 storeys – D Side streets: Varies - D	700-718 Heidelberg Road: 4 storeys – M Between Park Avenue and Yarralea Street: 2 storeys – M Between Yarralea and Como Street: 4 storeys – M Side streets: Varies - D	The mix of recommended street wall heights would reflect the existing valued character of the NAC which includes some heritage buildings. The street wall heights provide for a lower street wall edge fronting the narrower section of Heidelberg Road and a taller street wall where the road widens.
Front Setback to street(s)	3m to Heidelberg Road between Parkview Rd to Park Ave – D 0m to Heidelberg Road between Park Ave to Yarralea St – D	3m to Heidelberg Road between Parkview Rd to Park Ave – D 0m to Heidelberg Road between Park Ave to Yarralea St - D	3m to Heidelberg Road between Parkview Rd to Park Ave – M 0m to Heidelberg Road between Park Ave to Yarralea St – D	Recommended in the built form framework prepared by Hodyl & Co. and approved in the interim DDO18. Officers recommend no front setback applies on Heidelberg Road between Park Avenue and Yarralea Street due to the presence of heritage buildings and the importance of a consistent street edge in this section. Officers recommend a mandatory setback applies on Heidelberg Road between Parkview Road and Park Avenue to support opportunities for street activation and a significantly

				improved pedestrian amenity and access through landscaping, inclusion of outdoor seating and trading space.
Minimum upper-level setback	Upper-level setback above Heidelberg Rd street walls: 6m - M 3m – upper-level setback behind a side street wall – D	Upper-level setback above Heidelberg Rd street walls: 6m – D 3m – upper-level setback behind a side street wall – D	Above Heidelberg Road between Parkview Rd and Park Ave: 6m – M Above Heidelberg Road between Park Ave and Yarralea St: 6m – M Above Heidelberg Road between Yarralea St and Como St 6m – D 3m – upper-level setback behind a side street wall - D	Recommended in the built form framework prepared by Hodyl & Co. to apply mandatory requirements on Heidelberg Road. The balance between street wall height and a 6m upper-level setback would achieve well-proportioned buildings where the upper levels form a recessed, lighter element above a solid base building form. Officers recommend a discretionary requirement applies to the wider section of Heidelberg Road (where a Public Acquisition Overlay will require an approximately. 10m front setback). A mandatory 6m requirement for other areas is recommended to provide a clear distinction between podium and upper levels where Heidelberg Road is narrower. The 3m discretionary setback on side streets is appropriate as it minimises overshadowing of opposite footpaths and retains a sense of openness for the side streets.
Maximum rear interface height	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – D	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – D	Development adjoining a residential property outside the overlay should not exceed a max boundary wall height of 8m – M	Recommended in the built form framework prepared by Hodyl & Co. as mandatory and approved in the interim DDO18 as discretionary. Officers recommend the rear interface requirements are applied as mandatory requirements to ensure residential properties are protected from overshadowing and overlooking, and visual bulk is minimised when viewed from the residential properties to the south. The built form framework demonstrated that these requirements are necessary to ensure appropriate outcomes are achieved and sensitive spaces to the south are not unreasonably impacted by new development.
Upper-level setbacks **(above rear interface)**	Envelope to be contained within 45-degree angle above - M	Envelope to be contained within 45-degree angle above – D	Envelope to be contained within 45-degree angle above - M	
Minimum rear boundary setback	A minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary – M	A minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary – D	A minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary – M	

Mandatory Controls

45. Proposed permanent DDO18 includes some proposed *mandatory controls* which address elements most important to the respective location, such as street wall heights, some building heights, upper-level setbacks, front or rear setbacks, including at ground level.

46. Guidance of the application of *mandatory controls* is provided in the State Government *Planning Practice Note 59* and *60. Planning Practice Note 60* which details that mandatory height and setback controls would only be considered in 'exceptional circumstances', where they are absolutely necessary to achieve the built form objectives or outcome identified within a comprehensive built form analysis.

47. Specifically, the Practice Notes require that *mandatory controls* must:

    (a) be underpinned by comprehensive strategic work;

    (b) consistent with state policy;

    (c) take into consideration recent development activity; and

    (d) provide capacity to accommodate growth.

48. The application of *mandatory controls* has been carefully considered and applied selectively and are not proposed to apply across all precincts and/or to all requirements within the proposed DDO18.

49. *Mandatory controls* are applied in the proposed DDO where it is considered 'absolutely necessary' (in accordance with PPN59). See Tables 1-4 for further details.

50. The extensive strategic work undertaken provides sufficient justification for the use of *mandatory controls* in the DDO schedule.

Consideration of VCAT decisions

51. In its resolution to adopt the interim DDO18 on 4 February 2020, Council requested officers consider details of key VCAT decisions when drafting the permanent DDO provisions.

52. This was mainly related to the site at 700-718 Heidelberg Road, Alphington. The VCAT decision required the development proposal to be reduced from 7 to 5 storeys and to provide a rear ground level setback for deep soil planting.

53. The decision found that a taller building may be possible on the site, but the proposal in front of the tribunal at the time required the changes described above for an approval.

54. Since the 2020 Council resolution, and prior to the gazettal of interim DDO18, a new planning permit was applied for and approved by VCAT. It allows for a 7-storey building with a revised rear interface response and façade design.

55. With this approval, the context has changed and some VCAT recommendations are no longer relevant and would lead to an inappropriate design response.

56. Officers have considered the recent VCAT cases and recommend the use of some elements of the decisions (such as rear interface requirements).

57. The built form recommendations for Precinct 3A generally reflect Council's position during the VCAT case for 582 Heidelberg Road. Some refinements have been made as the height recommended in the proposed permanent DDO18 is lower than the proposal that was the subject of the VCAT case.

Extension of interim DDO18

58. Interim DDO18 will expire after 22 April 2023. An extension of this expiry date for 12 months is required to ensure appropriate and orderly planning while permanent provisions are being considered for inclusion in the Yarra Planning Scheme (via due process).

59. It is proposed that Council request the Minister for Planning extend the interim provisions through a Ministerial amendment under sections 8(1) (b) and 20(4) of the *Planning and Environment Act 1987*. Officers note that exhibition and notification requirements of sections 17, 18 and 19 of the Act do not apply in respect of this form of amendment.

Next steps – Consideration of the proposed amendment.

60. In 2021, the Minister for Planning set up the Yarra Activity Centres Standing Advisory Committee (SAC). The objective of the Committee is to provide consistent advice in a transparent, simpler, more timely and cost-efficient process on any proposed new planning provisions referred to it by the Minister.

61. To date, the Committee has considered two planning scheme amendments – Amendment C291yara – Bridge Road and Victoria Street Built Form Provisions and Amendment C293yara – Collingwood South Mixed Use Precinct Permanent Built Form Provisions.

62. Both amendments were exhibited, submissions received and were considered by the SAC. The amendments are awaiting approval by the Minister for Planning.

63. Under the SAC amendment process, the draft amendment is notified and publicly exhibited. Council would then consider the submissions and form a preferred position from which to advocate to the Advisory Committee.

64. Council then requests the Minister refer the submissions and amendment to the Advisory Committee and a hearing follows. Council then receives and considers the Committee's report and provides its final position to the Minister for Planning.

Options

65. In pursuing permanent built form provisions, there are two options for Council:

    (a) request consent from the Minister for Planning to prepare and exhibit draft Amendment C273 as per Terms of Reference of the Yarra Activity Centre Standing Advisory Committee (SAC); or

    (b) request 'authorisation' from the Minister for Planning so that Council could commence the 'usual' amendment process for Amendment C273. This pathway would include the amendment being assessed by a Panel (if required), similar to the SAC amendment process.

66. Based on previous experience with Amendments C291 (Bridge Road and Victoria Street) and C293 (Collingwood South Precinct), it is recommended Council continue to utilise the SAC and pursue the amendment via the SAC process.

Community and stakeholder engagement

Community consultation on the draft LAP, Interim DDO18, and Interim Heritage Overlays

67. Prior to the Minister approving interim DDO18, community consultation was undertaken from June – July 2021 in conjunction with Darebin City Council. Feedback was sought on the draft LAP (for both Darebin and Yarra) and on the strategic background work and interim DDO18 (for Yarra only).

68. Consultation efforts included:

    (a) website: fact sheets, links to Darebin webpage, contact details and feedback form;

    (b) posts on social media;

    (c) post card drop within 200 metres of Heidelberg Road and to key institutions;

    (d) feature in Yarra Life e-newsletter; and

    (e) direct emails to Yarra's advisory committees and resident groups (including invitation to meet).

69. Council received 24 responses in relation to areas within Yarra. Officers analysed the feedback and considered it to inform the permanent provisions and Amendment C273. Some feedback was supportive of the interim DDO18, whilst other feedback expressed concerns about overdevelopment.

70. Some feedback related to the draft LAP and to broader matters that draft Amendment C273 cannot address.

71. The main topics raised and response are shown in Table 5:

Table 5: Feedback from June/July 2021 consultation

Topic	Response
Draft LAP (transport and movement, scale of development)	The draft LAP would be finalised once Darebin City Council has completed its background work to inform their detailed position for their side of Heidelberg Road. The timing of finalising the draft LAP is not yet known.
Increasing heights / overdevelopment	Proposed DDO18 has been informed by independent urban design and heritage advice and includes learnings from recent amendments and VCAT cases. Additional criteria (relating to building separation, ESD, overshadowing and additional open space (where the proposal includes dwellings) have been added where discretionary heights are recommended.
Overshadowing concerns	The built form framework analysed overshadowing impacts from potential new development in detail. The proposed requirements will ensure that impacts are minimised.
Need to improve public realm / open space	The proposed DDO18 includes front setback requirements to street(s), where possible, to improve the pedestrian amenity.
Traffic congestion and parking concerns., Mixed views on the bicycle lane trial on Heidelberg Road – some support and some opposition	Traffic changes have occurred over the recent years, including the continuing development on the former APM site, the construction of the new Chandler Highway bridge and the bicycle lane trial along Heidelberg Road. The Yarra Transport Strategy and future action plan address transport matters more broadly. The detailed traffic engineering report that informs Amendment C273 advises that the network can accommodate the potential changes that DDO18 would guide.
Concerns for heritage buildings and requests for additional overlays in residential areas	A detailed heritage review for land proposed to be included in DDO18 has been undertaken. Consequently, two additional heritage overlay areas are recommended. Residential land is not subject to this amendment.
Concerns of wind effects due to taller new development	The proposed DDO includes application requirements to ensure potential wind impacts are mitigated.
Support for more mandatory controls	The proposed DDO includes a balanced approach to applying mandatory controls and discretionary requirements. Mandatory controls are recommended towards the rear sensitive interfaces, to improve pedestrian amenity towards parts of Heidelberg Road and ensure a pedestrian scale towards Heidelberg Road is maintained.

Reinstating historic laneways	Public laneways have been considered as part of the built form framework where they exist. The matter of laneways is addressed under adopted Clause 15.01-1L Urban Design: Support development that re-establishes laneways through the development site where such links were part of the historic street pattern.
Controlling land uses / requesting certain commercial uses	The use tables in a zone, is set by the State Government and guides land uses. A DDO cannot control land uses. Proposed DDO18 encourages lower levels of development be designed to accommodate commercial activity at the ground floor by specifying a commercial floor height and incorporating adaptable commercial and residential floor layouts so as to allow for a variety of uses over time.
Request for more community services	A DDO cannot require the provision of community facilities and services.

Policy analysis

Alignment to Community Vision and Council Plan

72. The Amendment supports the following themes in the *Yarra 2036 Community Vision*:
    (a) Priority 8.1 – Growing Sustainably – Advocate for development and planning design that shaped by and meets our community's future needs; and
    (b) Priority 8.2 – Growing Sustainably – Keep our heritage visible while we encourage innovative and sustainable growth.
73. The Amendment supports the following strategies in the Council Plan 2021-2025:
    (a) Strategic Objective 3 – Local economy – 'Manage access, safety and amenity to enhance people's experience when visiting Yarra'; and
    (b) Strategic Objective 4 – Place and nature – 'Protect, promote and maintain our unique heritage and ensure development is sustainable'.

Climate emergency and sustainability implications

74. The Amendment will help facilitate sustainable development in locations with good access to employment, public transport and other amenities.
75. Policy and provisions elsewhere in the Yarra Planning Scheme respond to the climate emergency, namely the Planning Policy Framework and Council's Environmentally Sustainable Design Policy at Clause 22.17 and Clause 15.02-1L Environmentally Sustainable Development (ESD) in the adopted Local Policy in Amendment C269.

Community and social implications

76. There are no adverse community or social implications in preparing strategic work to underpin permanent built form provisions for the Neighbourhood Activity Centre and commercial areas along Heidelberg Road.
77. Improved built form provisions would help provide clarity around the anticipated future development of the centre and commercial areas.

Economic development implications

78. There are no economic development implications for preparing strategic work to underpin permanent built form provisions for the centre and surrounding area.

79. An amendment may aid in providing further stimulus to the retail precincts.

Human rights and gender equality implications

80. There are no known human rights implications for requesting the Minister for Planning to progress a permanent DDO and HO controls.

Operational analysis

Financial and resource impacts

81. The costs associated with preparing strategic work to underpin permanent provisions has been considered within the strategic planning budget, mainly during the financial years of 19/20 and 20/21.

82. The costs associated with the exhibition of the amendment would be within the strategic planning budget.

83. Legal costs with regard to the preparation and representation before, during and after the panel or committee hearing would be subject to the Governance budget and span across this and the coming financial year.

Legal Implications

84. The amendment would be progressed in accordance with the provisions of the *Planning and Environment Act 1987* and Yarra Activity Centres Standing Advisory Committee Terms of Reference issued by the Minister for Planning on 10 June 2021.

85. Council must ensure natural justice to all parties and to maintain the integrity of the Amendment process per Section 32 of the Terms of Reference.

Conclusion

86. Draft Amendment C273 is supported by state and local policy directions of Plan Melbourne, Yarra's current and adopted local policy framework and relevant Yarra strategies.

87. Proposed permanent DDO18 is based on sound strategic background work comprising of independent urban design, heritage and transport advice. It is also informed by a detailed review, including consideration of the June/July 2021 feedback, recent VCAT decisions and planning scheme amendments.

88. The draft amendment seeks to replace the interim DDO18 with a permanent provision, introduce 2 new Heritage Overlays, delete the Heritage Overlay from a single property, update related local policy, and include new/updated incorporated documents and background documents.

89. The proposed permanent DDO18 and permanent HOs balances the need to accommodate new development with heritage buildings and sensitive residential and parkland interfaces in the commercial areas along Heidelberg Road.

90. The permanent provisions are essential to ensure that new development in the commercial areas is an appropriate scale and development on larger sites remains subordinate to the 'high change area' within the former Alphington Paper Mill site.

91. The proposed DDO18 include built form and design requirements that minimise amenity impacts and ensure new development achieves better design outcomes, tailored to each precinct.

92. Officers recommend that Council requests consent from the Minister for Planning to prepare and exhibit draft Amendment C273 as per the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee (SAC).

93. Interim DDO18 is due to expire after 22 April 2023. It is recommended that Council request the Minister for Planning extend the expiry provision within DDO18 for a further 12 months while the permanent DDO is progressed.

RECOMMENDATION

1. That Council:

   (a) notes the officer report and Attachments 1-7 introducing proposed permanent provisions for commercial areas along Heidelberg Road;

   (b) Adopts: Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019; Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019; Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019; Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019; in Attachments 4, 5, 6, and 7 as the general basis for Amendment C273 to the Yarra Planning Scheme;

   (c) Adopts the amendment documentation for proposed Amendment C273, including proposed local planning policy in Clause 11.03-1L Activity Centres (or Clause 21.08 Neighbourhoods should Amendment C269yara not be approved at the time of the exhibition), Design and Development Overlay Schedule 18, Heritage Overlays 451 and 455 and their Statements of Significance, updates to the Schedule to Clause 43.01 Heritage Overlay, and updates to the Schedule to Clause 72.04 Incorporated Documents and 72.08 Background Documents at Attachments 1, 2 and 3 as the basis for proposed Amendment C273;

   (d) Requests consent from the Minister for Planning to prepare and exhibit draft Amendment C273 as per the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee, appointed under Section 151 of the Planning and Environment Act 1987;

   (e) Determines that should the Minister for Planning decide not to provide consent under the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee, Council as the Planning Authority, apply to the Minister for Planning (Minister) under section 8A of the Planning and Environment Act 1987, for 'authorisation to prepare and exhibit the Amendment';

   (f) Requests the Minister for Planning to prepare, adopt and approve Amendment C312yara to the Yarra Planning Scheme, in accordance with the Minister's powers under sections 8(1)(b) and section 20(4) of the Planning and Environment Act 1987 to extend the expiry dates for the Design and Development Overlay Schedule 18 which applies to commercial areas along Heidelberg Road, on an interim basis for 12 months while the permanent provisions are formally considered;

   (g) Authorises officers to consult with the Minister, in accordance with sections 8(1)(b) and 20(4) of the Act, to assist the Minister to prepare, adopt and approve the Amendment to extend the interim provisions; and

   (h) Authorises the CEO to make any minor adjustments required to meet the intent of the resolution.

Attachments

1⇩ Attachment 1 - Amendment C273 Documents

2⇩ Attachment 2 - Proposed Permanent DDO18

3⇩ Attachment 3 - C273 Heritage Statement of Significance

4⇩ Attachment 4 - Heidelberg Road Heritage Review Stage 1

5⇩ Attachment 5 - Heidelberg Road Heritage Review Stage 2

6⇩ Attachment 6 - Heidelberg Road Built Form Framework

7⇩ Attachment 7 - Heidelberg Road Transport Engineering Advice

Planning and Environment Act 1987

YARRA PLANNING SCHEME

DRAFT AMENDMENT C273YARA

EXPLANATORY REPORT

Who is the planning authority?

This draft amendment has been prepared by the Yarra City Council, for the Minister for Planning who is the planning authority for this draft amendment.

The draft amendment has been made at the request of Yarra City Council.

Land affected by the Amendment

The draft amendment applies to land currently within interim Design and Development Overlay – DDO18 along the south side of the Heidelberg Road corridor in Yarra, specifically:

- Commercial 1 Zone and Commercial 2 Zone land along Heidelberg Road as shown in figure 1 & 2
- 730-734 Heidelberg Road, Alphington (Lot 1 & 2 PS643181, Lot 1 & 2 LP38884) and 760-764 Heidelberg Road, Alphington (Lot 1 TP596569) as shown on figure 3.

The draft amendment also applies to 2 Killop Street, Alphington (Lot 2 PS626210) as shown in figure 4.

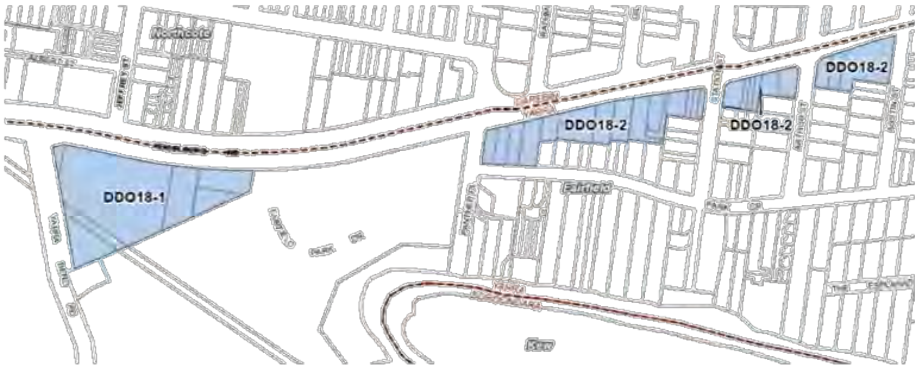


Figure 1: Proposed Design and Development Overlay along Heidelberg Road.

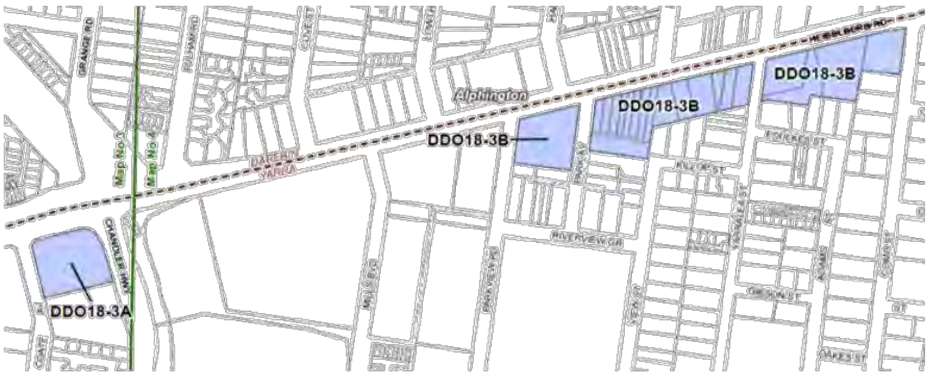


Figure 2: Proposed Design and Development Overlay along Heidelberg Road.

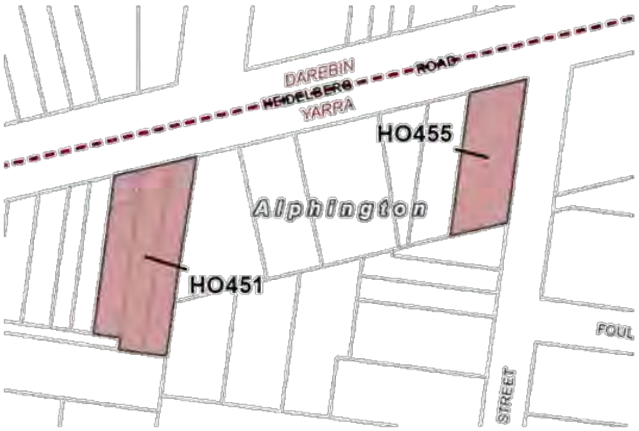


Figure 3: Apply Heritage Overlay at 730-734 & 760-764 Heidelberg Road, Alphington.



Figure 4: Delete Heritage Overlay (part of HO 362) at 2 Killop Street, Alphington.

What the amendment does

Interim Design and Development Overlay – DDO18 currently applies along the south side of the Heidelberg Road corridor in Yarra.

Council has undertaken a review of the interim DDO to test its suitability for translation into a permanent provision and recommend necessary refinements.

The draft amendment implements the recommendations of the following strategic planning work:

- *Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019;*
- *Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019;*
- *Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019; and*
- *Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019.*

The draft amendment seeks to:

- Amend Local Area Policy at Clause 11.03-1L Activity Centres under the Heidelberg Road, Alphington subheading to include updated policy to guide built form within the Heidelberg Road Neighbourhood Activity Centre. Note: this update is to the adopted Amendment C269

planning policy framework which is not yet approved. This update could also be applied to existing Clause 21.08 Neighbourhoods, subheading Fairfield – Alphington.

- Replace interim Design and Development Overlay Schedule 18 (interim DDO18) with permanent Design and Development Overlay Schedule 18 (DDO18) which applies to the land zoned Commercial (C1Z and C2Z) along Heidelberg Road.
- Apply Heritage Overlay HO451 to the properties at 730-734 Heidelberg Road, Alphington.
- Apply Heritage Overlay HO455 to the property at 760-764 Heidelberg Road, Alphington.
- Delete Heritage Overlay HO362 from the property at 2 Killop Street, Alphington.
- Amend the Schedule to Clause 43.01 Heritage Overlay to include HO451 and HO455.
- Amend the Schedule to Clause 72.04 Incorporated Documents to include "The Post Office and the group of shops on Heidelberg Road Statement of Significance" and "Cooper Knitting Factory (former) Statement of Significance" and update the "City of Yarra Database of Heritage Significant Areas".
- Amend the Schedule to Clause 72.08 Background Documents to include:
  - *Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019;*
  - *Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019;*
  - *Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019; and*
  - *Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019.*
- Amend Planning Scheme Map Nos. 3DDO and 4DDO by replacing interim DDO18 with a permanent DDO18.
- Amend Planning Scheme Map No. 4HO by applying HO451 and HO455 and deleting HO362 from the property at 2 Killop Street, Alphington.

Strategic assessment of the Amendment

Why is the Amendment required?

The draft amendment has been requested by Yarra City Council to provide strategic guidance and greater certainty on the future land use planning and development outcomes of the commercial areas along the Heidelberg Road corridor, between the Darebin and Merri Creeks. The draft amendment responds to the development pressures being experienced along the corridor and the continuing need to provide for Melbourne's housing and economic growth.

The scale and density of development approved and currently being proposed along Heidelberg Road has increased substantially in recent years. The most influential development being the 'redevelopment' of the former Alphington Paper Mill (APM) site on the south-east corner of the Chandler Highway and Heidelberg Road. The redevelopment is already driving new development proposals in the Heidelberg Road Neighbourhood Activity Centre and is likely to continue to be a catalyst for further development and land use changes along Heidelberg Road.

The Minister for Planning gazetted Amendment C272yara to the Yarra Planning Scheme to apply an interim built form control (DDO18) to the area. The interim control came into effect on 22 October 2021 and has been used to manage development while a permanent control was progressed.

To ensure appropriate and orderly planning, Council has undertaken a review of the interim built form control to test its suitability for translation into a permanent provision and recommend refinements.

Design and Development Overlay Schedule 18

Draft Amendment C273yara implements the built form recommendations of the *Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, 2019* by introducing Schedule 18 to the Design and Development Overlay (DDO18) on a permanent basis. The built form work was prepared by Hodyl & Co (urban design) with input from RBA Architects Conservation Consultants (heritage), and Traffix Group (access and movement). These reports provide a strong strategic basis for the future planning of the area.

Permanent DDO18 aims to provide a balanced approach by guiding different levels of potential development across the Heidelberg Road Precincts. It aims to ensure that new buildings will respond to heritage fabric and minimise impacts on sensitive residential interfaces such as backyards, and public spaces like footpaths, kerb outstands and parklands.

The built form and design requirements are split into 'General Requirements' that apply across the Precincts and 'Precinct Design Requirements' that are specific to each Precinct. The requirements cover elements such as street wall height, upper level front and side street setbacks, building height, interface and rear setbacks, overshadowing and daylight access, front setbacks to street(s), building separation, building layout and access, parking and loading bay requirements.

Permanent DDO18 includes a mix of mandatory maximum requirements and preferred maximum requirements.

The permanent provision is required to ensure that new development within the commercial areas along Heidelberg Road is appropriately guided and that certainty on planning outcomes is increased. The provision is based on sound strategic background work and learnings from recent amendments.

It is proposed that the background work is listed in the Schedule to Clause 72.08 Background Documents.

Heritage Overlays (HO451 and HO455)

Draft Amendment C273yara implements the heritage recommendations of *the Heidelberg Road Heritage Review (Stage 1 & 2), RBA Architects Conservation Consultants 2019* by applying the Heritage Overlay to the properties 730-734 Heidelberg Road, Alphington (group of 3 shops) and 760-764 Heidelberg Road, Alphington.

The Statement of Significance for these sites are proposed to be listed as incorporated documents in the Schedule to Clause 72.04 Incorporated Documents. It is also proposed to update the "City of Yarra Database of Heritage Significant Areas" (listed as an incorporated document in the Schedule to Clause 72.04) to show these changes. The Heritage Reviews (Stage 1 and 2) are proposed to be listed as background documents in the Schedule to Clause 72.08.

The amendment also deletes the Heritage Overlay (HO362) from 2 Killop Street, Alphington. The late 20th century house was determined to be an anomaly at the edge of the Alphington East Precinct largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs. It varies greatly to the graded building stock in the precinct and it was recommended by the heritage advisor to be removed from the precinct on this basis.

Clause 11.03-1L Activity Centres

Updating Clause 11.03-1L Activity Centres under the Heidelberg Road, Alphington subheading would include strategies to reinforce expectations around use and development in the Neighbourhood Activity Centre. The updates are informed by the built form framework, development plan for the former Alphington Paper Mill site and draft Local Area Plan. Note: this update is to the adopted Amendment C269 planning policy framework which is not yet approved. This update could also be applied to existing Clause 21.08 Neighbourhoods, subheading Fairfield – Alphington.

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

The draft amendment implements the objectives in Section 4 of the *Planning and Environment Act 1987* (the Act), in particular:

a) to provide for the fair, orderly, economic and sustainable use, and development of land;

b) to secure a pleasant, efficient and safe working, living and recreational environment;

c) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and

d) to balance the present and future interests of all Victorians.

The draft amendment facilitates housing growth as well as economic growth and creates more economically viable mixed-use precincts in the commercial zoned land along Heidelberg Road.

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

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

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

The draft amendment is expected to generate positive social and economic benefits as it will facilitate development within the area, providing opportunities for economic development, housing and employment growth.

Does the Amendment address relevant bushfire risk?

The land affected by the draft amendment is not located within an area of identified bushfire risk.

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

The draft amendment complies with Ministerial Direction No. 9 in addressing and responding to the Metropolitan Planning Strategy, *Plan Melbourne 2017-2050*.

The draft amendment complies with the Ministerial Direction on the *Form and Content of Planning Schemes*.

The draft amendment C273yara is consistent with the following Directions contained in *Plan Melbourne 2017-2050*:

Direction 1.1 - Create a city structure that strengthens Melbourne's competitiveness for jobs and investment, which seeks to strengthen the competitiveness of Melbourne's employment land. The draft amendment provides appropriate policy direction for the planning and development of the Commercial 1 and Commercial 2 Zone land along Heidelberg Road including the Heidelberg Road Neighbourhood Activity Centre.

Direction 5.1 - Create a city of 20-minute neighbourhoods which aims to cluster new housing in activity centres and other places that offer good access to jobs, services and public transport and includes policy for local governments to prepare structure plans for activity centres to accommodate growth. The draft amendment will facilitate renewal of the Commercial 1 and Commercial 2 Zone land along Heidelberg Road including the Heidelberg Road Neighbourhood Activity Centre, which will improve local employment, housing and commercial opportunities.

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

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

Clause 11 – Settlement provides context and implements the key principles of *Plan Melbourne 2017-2050*, which includes providing for housing choice and affordability by planning for expected housing needs and providing for reduced ongoing living costs by increasing housing supply near public transport and services. It also encourages the consolidation of residential activities within existing urban areas and development in existing residential areas. The amendment provides a framework for the orderly planning and high-quality development of commercially zoned land along Heidelberg Road in a manner consistent with the directions of *Plan Melbourne 2017-2050*.

Clause 15 – Built Environment and Heritage seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. This Clause also sets out the importance of ensuring the conservation of places, which have identified heritage significance. The amendment supports this clause by providing appropriate built form guidance to ensure that development is site responsive and appropriate. The amendment also protects heritage significant buildings by applying the Heritage Overlay.

Clause 16 – Housing emphasises the importance of providing enough quality and diverse housing that meets the growing diverse needs of Victorians in locations in or close to activity centres and sites that offer good access to jobs, services and transport. It requires councils to identify areas that offer opportunities for more medium and high-density housing near employment and transport in Metropolitan Melbourne. The amendment provides strategic guidance on the appropriate scale of development.

Clause 17 – Economic Development seeks to encourage development which meets the community's needs for retail, entertainment, office and other commercial services and provides a net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities. The amendment supports this clause by facilitating opportunities for a mix of office, retail, and residential uses in the commercially zoned land along Heidelberg Road.

Clause 18 – Transport promotes the creation of a safe and sustainable transport system and promotes the use of sustainable personal transport. The amendment implements the objectives of this clause by facilitating development, which is well serviced by public transport.

VPP11: Settlement

- Clause 11.02-1S Supply of Urban Land – To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- Clause 11.02-2S Structure Planning - To facilitate the orderly development of urban areas.
- Clause 11.03-1S Activity Centres - To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.
- Clause 11.02-3S Sequencing of development - To manage the sequence of development in areas of growth so that services are available from early in the life of new communities

VPP15: Built Environment and Heritage

- Clause 15.01-1S Urban Design - To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity
- Clause 15.01-2S Building design - To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- Clause 15.01-3S Subdivision design - To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.
- Clause 15.01-4S Healthy neighbourhoods - To achieve neighbourhoods that foster healthy and active living and community wellbeing.
- Clause 15.01-5S Neighbourhood character - To recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- Clause 15.03-1S Heritage conservation - To ensure the conservation of places of heritage significance.
- Clause 15.02-1S Energy and resource efficiency -To encourage land use and development that is energy efficient.

VPP 16: Housing

- Clause 16.01-1S Housing supply -To facilitate well-located, integrated and diverse housing that meets community needs.

VPP17: Economic Development

- Clause 17.01-1S Diversified economy - To strengthen and diversify the economy.
- Clause 17.02-1S Business - To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

VPP 18: Transport

- Clause 18.01-2S Transport system - To coordinate development of all transport modes to provide a comprehensive transport system.
- Clause 18.02-2S Public Transport - To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.
- Clause 18.02-4S Car parking -To ensure an adequate supply of car parking that is appropriately designed and located.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?
The draft amendment includes a new policy about the neighbourhood activity centre within the Municipal Strategic Statement and supports and implements the LPPF specifically the Municipal Strategic Statement through:

Clause 21.04 Land use:

Clause 21.04-1– Accommodation and housing:

Objective 1 - To accommodate forecast increases in population.

- *Strategy 1.2 - Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks.*

Clause 21.04-2 - Activity centres:

Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.

- *Strategy 4.1- Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*
- *Strategy 4.3 - Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs of residents of all abilities.*

Clause 21.04-3 – Industry, Office and Commercial:

Objective 8 -To increase the number and diversity of local employment opportunities.

21.04-5- Parks, gardens and public open space:

- *Strategy 13.3 - Ensure new development does not have a negative impact on adjoining open space.*

Clause 21.05 - Built form:

21.05-1– Heritage

Objective 14 - To protect and enhance Yarra's heritage places.

21.05-2 – Urban design:

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

Objective 19 - To create an inner city environment with landscaped beauty.

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

- *Strategy 20.3 - Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

21.05-3 – Built form character:

Objective 23 - To maintain and strengthen the identified character of each type of identified built form within Yarra.

21.05-4 – Public environment:

Objective 28 - To a provide a public environment that encourages community interaction and activity.

- *Strategy 28.1- Encourage universal access to all new public spaces and buildings.*
- *Strategy 28.2- Ensure that buildings have a human scale at street level.*

21.06 - Transport:

Clause 21.06-1 – Walking and cycling

Objective 30 - To provide safe and convenient pedestrian and bicycle environments.

Clause 21.06-3 – The road system and parking

Objective 32 - To reduce the reliance on the private motor car.

Objective 33 - To reduce the impact of traffic.

21.07 Environmental sustainability:

21.07-1- Environmentally sustainable development

Objective 34 - To promote environmentally sustainable development.

Clause 22.02 - Development Guidelines for Sites Subject to the Heritage Overlay

22.02-4 - Objectives:

To conserve Yarra's natural and cultural heritage.

To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.

Clause 22.05- Interface Uses Policy

22.05-2 – Objectives:

To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.

To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.

22.05-4 - Dwelling Design:

Minimise the potential for views from existing business or industrial premises to habitable room windows and private open space areas, through the use of appropriate siting, setbacks, articulation and screens.

Clause 22.10 - Built Form and Design Policy

22.10-2 – Objectives:

Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.

Limit the impact of new development on the amenity of surrounding land, particularly residential land.

Clause 22.13 - Residential Built Form Policy

22.13-2 – Objectives:

To limit the impact of new development on surrounding land, particularly on low rise residential areas.

Clause 22.17 - Environmentally Sustainable Development

22.17-2 – Objectives:

The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Amendment C269yara seeks to introduce a new planning policy framework into the Yarra Planning Scheme. It is currently being considered by the Minister for Planning for approval. Draft amendment C273yara is consistent with the new planning policy framework as in C269yara.

How does the amendment support or implement the Municipal Planning Strategy?

Amendment C269yara to introduce the new municipal planning strategy (MPS) is currently being considered by the Minister for Planning for approval. The draft amendment is consistent and builds on the new MPS.

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

The draft amendment uses the most appropriate VPP tools to achieve its objectives. A Design and Development Overlay (DDO) is the best tool to control future built form and the Heritage Overlay is used to protect places of heritage significance.

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

Council sought the views of the Department of Environment, Land, Water and Planning (DELWP) and the Department of Transport in drafting the Amendment while preparing the interim controls.

Further views of relevant agencies will be sought during exhibition of the draft amendment C273yara.

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

The draft amendment is consistent with the requirements of the *Transport Integration Act 2010* and will facilitate development outcomes that promote the principles of transit oriented development.

Particular consideration has been given to ensuring that vehicular movements do not impact on the Principal Public Transport Network.

Resource and administrative costs

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

The draft amendment will have some impact on the general operation of Council's statutory planning department as it will facilitate some new forms of development and land use.

The application of planning controls is considered to provide a more consistent assessment of planning permit applications. This is considered to ultimately reduce costs by providing more certainty to the community.

Where you may inspect this Amendment

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

Planning Counter	Information Counter
Richmond Town Hall	Collingwood Town Hall
333 Bridge Road	140 Hoddle Street
Richmond VIC 3121	Abbotsford VIC 3067

Yarra City Council web-site – draft amendment C273yara: www.yarracity.vic.gov.au/amendment

Submissions

Any person who may be affected by the draft amendment may make a submission to the Yarra City Council. Submissions about the draft amendment must be received by 5pm on TBC.

A submission must be sent to either:

- By post to "Strategic Planning Unit – Amendment C273, PO Box 168 Richmond, VIC 3181" or
- by email at StrategicPlanning@yarracity.vic.gov.au (please use "Amendment C273" in the subject header)

Standing Advisory Committee hearing dates

In accordance with the Terms of Reference for the Yarra Activity Centre Standing Advisory Committee and if the Minister resolves to refer the matter to the Committee, the following dates for the Standing Advisory Committee are reserved for this amendment:

- Directions hearing: TBC.
- Standing Advisory Committee hearing: TBC.

For more information on the Committee, please visit planning.vic.gov.au/panels-and-committees/browse-panels-and-committees/projects/yarra-activity-centres-standing-advisory-committee

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C273YARA

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 4 attached map sheets.

Overlay Maps

Amend Planning Scheme Map Nos. 3DDO, 4DDO, and 4HO in the manner shown on the 4 attached maps marked "Yarra Planning Scheme, Amendment C273yara".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In **Planning Policy Framework** – insert new Clause 11.03-1L Activity Centres in the form of the attached document.

2. In **Overlays** – Clause 43.01, replace Schedule with a new Schedule in the form of the attached document.

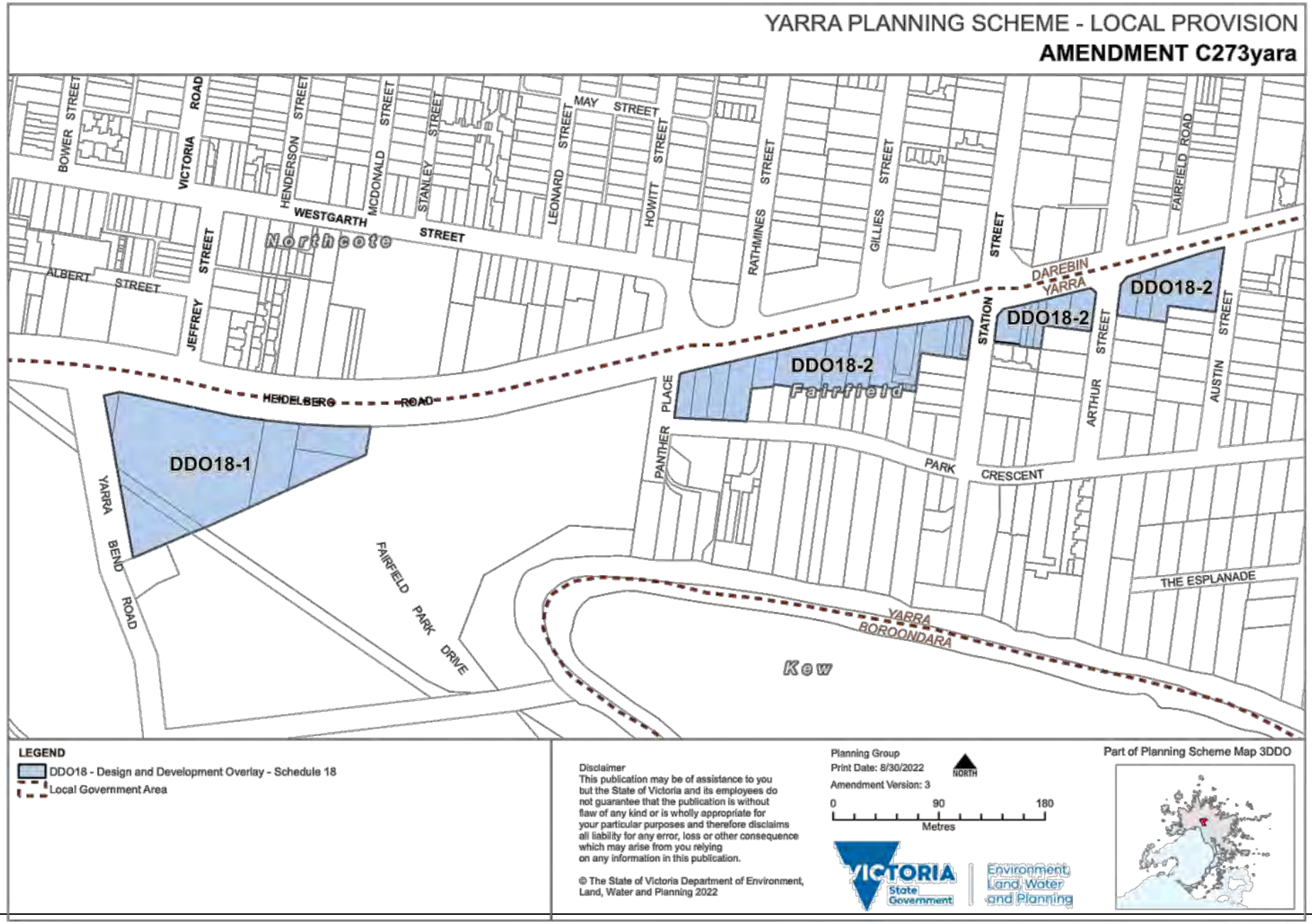
3. In **Overlays** – Clause 43.02, replace Schedule 18 with a new Schedule 18 in the form of the attached document.

4. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

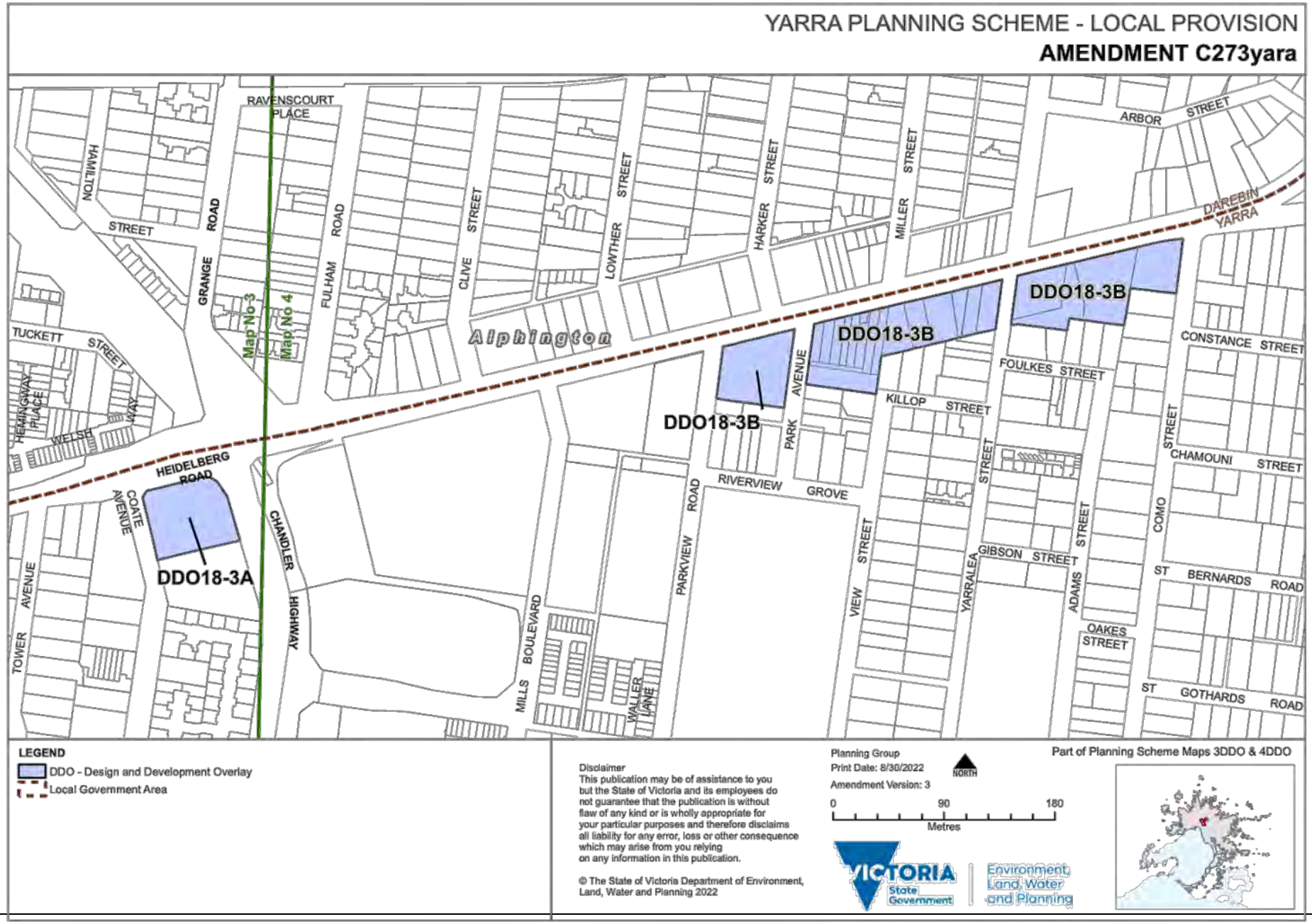
5. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document.

End of document

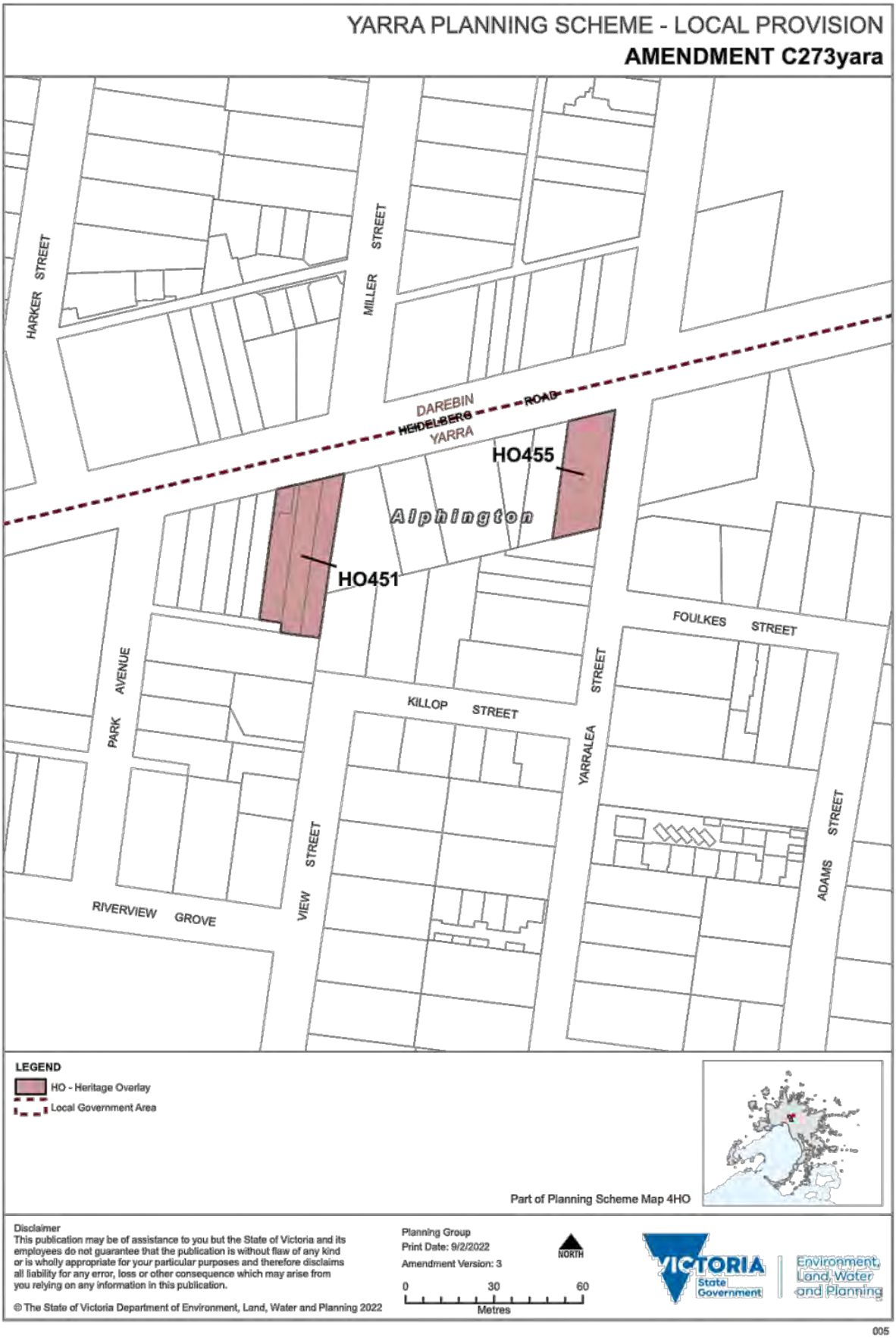
Attachment 1 - Attachment 1 - Amendment C273 Documents



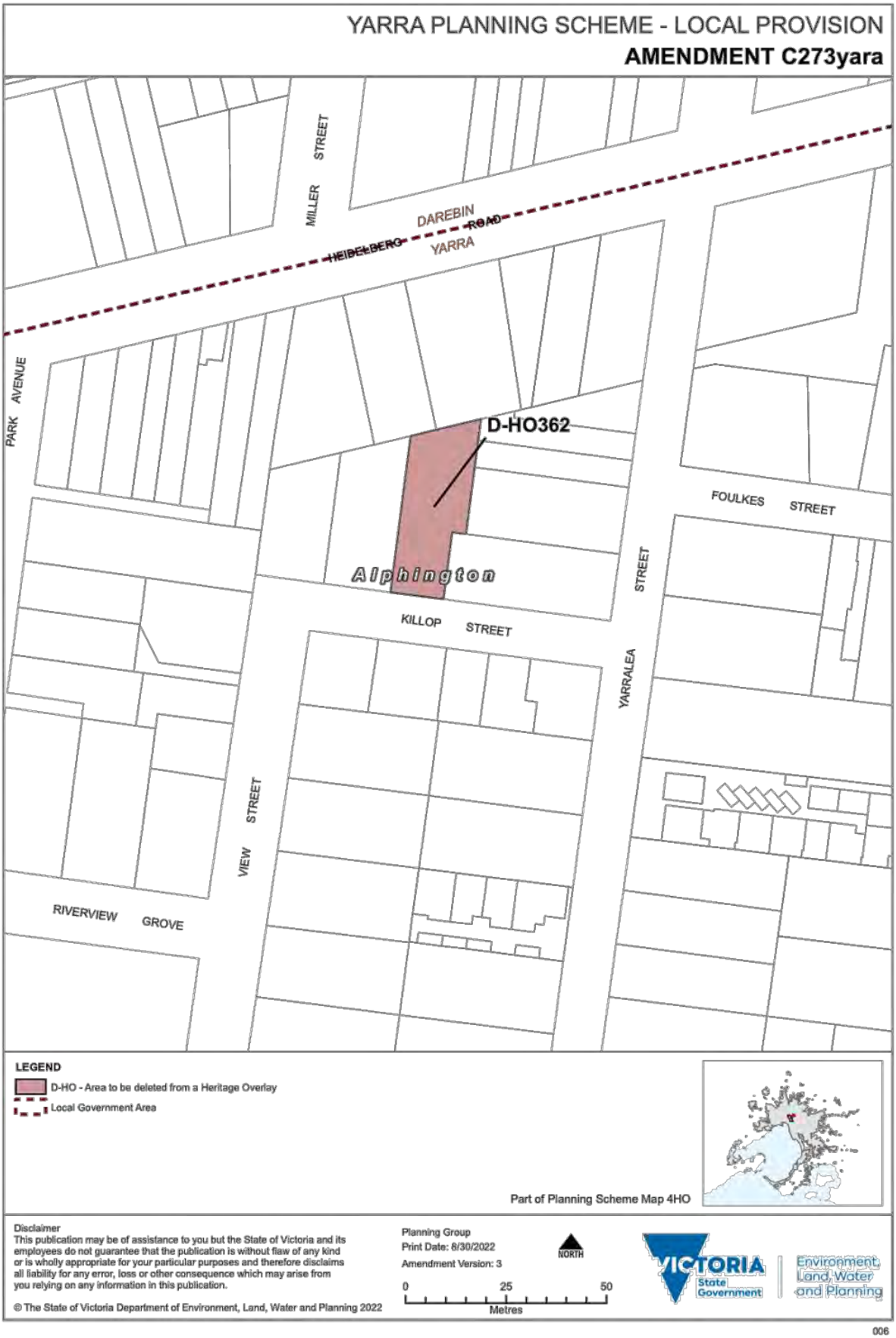
Attachment 1 - Attachment 1 - Amendment C273 Documents



Attachment 1 - Attachment 1 - Amendment C273 Documents



Attachment 1 - Attachment 1 - Amendment C273 Documents



Updates to local policy as adopted in C269yara

Clause 11.03-1L Activity Centres

[...]

Neighbourhood Activity Centres

[...]

Heidelberg Road, Alphington

Promote the retail and community roles of the activity centre.

Support the expansion of the activity centre by directing taller development to its western end within the Alphington Paper Mill major regeneration area (Yarra Bend Developments).

Support ~~more~~ moderate built form on land outside of the Alphington Paper Mill major regeneration area.

Enhance the quality of the public realm and pedestrian experience ~~at the intersection of~~ along Heidelberg Road, side streets and ~~the~~ Chandler Highway.

Support the increase of sustainable modes of transport.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas.

Minimise direct vehicle access onto Heidelberg Road.

~~Support development along Heidelberg Road, east of Parkview Avenue that achieves fine grain building frontages and contributes to a positive pedestrian street environment, through appropriate street wall height, upper level setbacks and landscaping.~~

582 Heidelberg Road

Promote employment focussed or mixed-use development.

Support a well-designed, mid-rise development that does not compete with development east of Chandler Highway and respects the surrounding low-rise residential character by transitioning down in height towards the west and south.

Ensure development respects the existing low-rise residential character of Coate Avenue through low-rise street walls and significant upper-level setbacks.

Incorporate a landscape setback to all boundaries to provide an attractive, garden setting to Coate Avenue and the southern boundary and to significantly improve the pedestrian experience to Heidelberg Road and Chandler Highway.

Provide vehicular access from Coate Avenue.

Yarra Bend Development (Alphington Paper Mill regeneration area – between Chandler Highway and Parkview Avenue)

Create a mixed-use precinct located towards Heidelberg Road that complements the existing shopping strip in the neighbourhood activity centre.

Support convenience retailing services and community facilities within walking distance of residential uses, with commercial employment opportunities along main road frontages.

Encourage walking and cycling to/from and around the site in all directions that provides an easy and pleasant experience and facilitate links with public transport.

Allow for a prominent development at the intersection of Chandler Highway and Heidelberg Road as a sole marker to the area, stepping down in height towards residential interface to the east and towards the Yarra River Corridor to maintain the prominence of the landscape setting to the south and low-rise residential setting to the east.

Retain links to the site's industrial past and encourage the adaptive reuse of existing significant heritage buildings for shared community and/or cultural uses.

The shopping strip (area between Parkview Avenue and Como Street)

Support a range of retail, commercial and residential uses within the existing neighbourhood centre which complements the facilities in the former Alphington Paper Mills site.

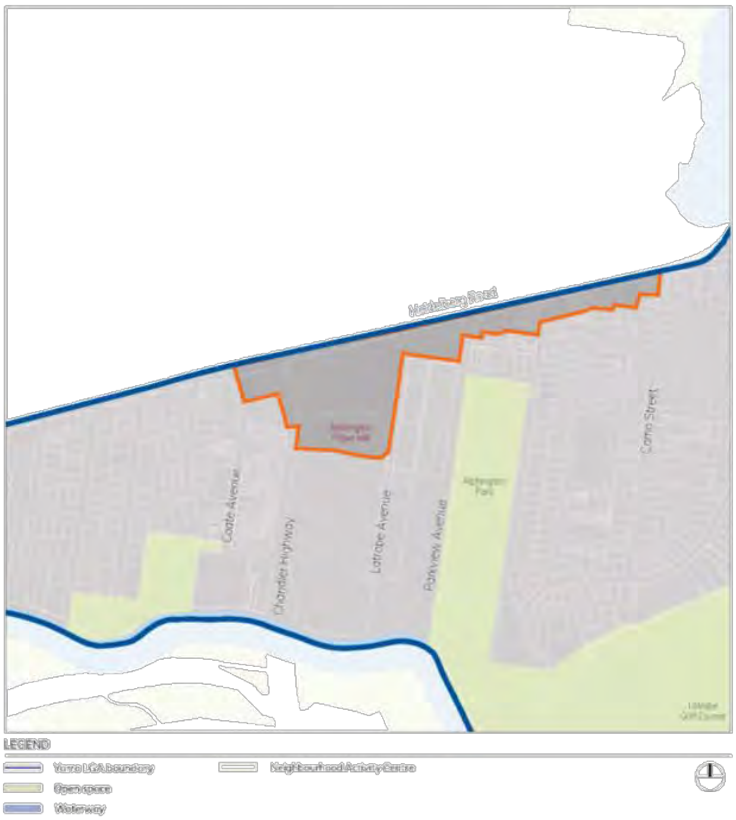
Support mid-rise development (up to 5 storeys) that achieves fine grain building frontages and contributes to a positive pedestrian street environment, through low-rise street walls, legible upper-level setbacks, pedestrian-oriented design and landscaping.

Ensure development sensitively responds to the existing valued heritage and fine-grain shopfront character.

Enhance the amenity and walkability of the precinct for pedestrians through introducing a generous landscape front setback in the block bounded by Como Street and Yarralea Street.

Provide vehicular access from the side street or from the rear of the property.

Heidelberg Road Neighbourhood Activity Centre Plan



Attachment 1 - Attachment 1 - Amendment C273 Documents

AMENDMENT C273YARA

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO449	70 BAKER STREET RICHMOND House and fence **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO450	38-50 REGENT STREET & 35-49 LITTLE HODDLE STREET RICHMOND Henry Walters' Boot Factories (Former) **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO451	730-734 (including 730A), Heidelberg Road, Alphington **Statement of significance:** The Post Office and the group of shops on Heidelberg Road	No	No	No	No	No	No	No
HO452	HIGHETT, EGAN & MUIR STREETS AND JIKA PLACE RICHMOND West Richmond Railway Station complex **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO453	Building Society Cottages Precinct, Richmond	No	No	No	No	No	No	No

Attachment 1 - Attachment 1 - Amendment C273 Documents

AMENDMENT C273YARA

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Incorporated plan: Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014							
HO454	Church Street North Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No
HO455	760-764 Heidelberg Road, Alphington **Statement of significance:** Cooper Knitting Factory (former)	No	No	No	No	No	No	No
HO456	Gardner Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO457	Highett Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO458	Lincoln Street Precinct, Richmond **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	No	No	No	No	No	No	No
HO459	Wells Street Precinct, Richmond **Incorporated plan:**	No	No	No	No	No	No	No

AMENDMENT C273YARA

C273yara

SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

System Note: The following ordinance will be modified in Sub-Clause:72.04 INCORPORATED DOCUMENTS, Schedule:SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 Incorporated documents

C273yara

Name of document	Introduced by:
5-15 Mayfield Street, Abbotsford, Incorporated Document, October, 2018	C188
10 Bromham Place, Richmond Incorporated Document, February 2013	C171
18-62 Trenerry Crescent, Abbotsford (Incorporated Plan, May 2018)	C218
32-68 Mollison Street and 61-69 William Street, Abbotsford July 2013	C170
36-52 Wellington Street, Collingwood - Incorporated Document, September 2020	C285yara
351-353 Church Street, Richmond – Incorporated Document, February 2019	C225
462-482 Swan Street, Richmond Incorporated Document, September 2020	C282yara
520 Victoria Street, 2A Burnley Street, and 2 – 30 Burnley Street, Richmond, Burnley Street West Precinct - Incorporated Plan, 2012	C150
Atherton Gardens – Fitzroy, September 2010	C136
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	GC37
Chandler Highway Upgrade Incorporated Document, March 2016 (Amended December 2017)	GC80
City of Yarra Database of Heritage Significant Areas, September 2022	C273yara
Cremorne Balmain Dover Street Project	NPS1
Crown Land Car Park Works, Burnley, August 2005	C92
Fitzroy Former Gasworks Site, Incorporated Document, February 2018	C242
Flying Fox Campsite, Yarra Bend Park, December 2004	C90
Hurstbridge Rail Line Upgrade 2017 Incorporated Document, January 2017	GC60
Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	C178
Local Policy "Protection of Biodiversity" Sites of Remnant Vegetation (Biosis 2001)	C49
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Metro Rail Project: Upgrades to the Rail Network Incorporated Document, May 2018	GC96
North East Link Project Incorporated Document, December 2019	GC98
Planning and Design Principles for the Richmond Maltings Site, Cremorne – November 2007	C101
Richmond Walk Up Estate Redevelopment, September 2010	C136
Social housing redevelopment; Atherton Gardens Estate, Fitzroy, and Richmond Public Housing Estate, Richmond, for which the Minister for Planning is the Responsible Authority, May 2010	C135
Specific Site and Exclusion – Lot 2 on PS433628L (452 Johnston Street, Abbotsford	C56
Swan Street Works, Burnley, June 2005	C91

Attachment 1 - Attachment 1 - Amendment C273 Documents

AMENDMENT C273YARA

Name of document	Introduced by:
Tramway Infrastructure Upgrades Incorporated Document, May 2017	GC68
Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area	C7
Victoria Gardens Urban Design Guidelines	NPS1
Victorian Institute of Forensic Mental Health Thomas Embling Hospital Incorporated Document, August 2020	C279yara
Walk Up Village, 81-89 Rupert Street, Collingwood – August 2020	C283yara
Yarra Gardens Precinct Plan, December 2009	C128
Yarra Development Contributions Plan 2017 (HillPDA, April 2019)	C238yara
Yarra High Streets (Victoria Street and Bridge Road) Statements of Significance: Incorporated Document (May 2020)	C245yara
Alphington Link Incorporated Document (May 2022)	C300yara
The Post Office and the group of shops on Heidelberg Road Statement of Significance	C273yara
Cooper Knitting Factory (former) Statement of Significance	C273yara

System Note: The following ordinance will be modified in Clause:72 ADMINISTRATION AND ENFORCEMENT OF THIS PLANNING SCHEME, Sub-Clause:72.08 BACKGROUND DOCUMENTS

AMENDMENT C273YARA

C273yara

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

System Note: The following ordinance will be modified in Sub-Clause:72.08 BACKGROUND DOCUMENTS, Schedule:SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0 Background documents

C273yara

Name of background document	Amendment number - clause reference
Lower Yarra River Study - Recommendations Report (Department of Environment, Land Water and Planning, 2016)	VC197 - Schedule 1 to Clause 42.03 (SLO) and Schedule 1 to Clause 43.02 (DDO)
Yarra Bend Park Strategy Plan (Parks Victoria, 1999)	VC197 - Schedule 1 to Clause 42.03 (SLO)
The Middle Yarra Concept Plan – Dights Falls to Burke Road (Melbourne Parks and Waterways, 1990)	VC197 - Schedule 1 to Clause 42.03 (SLO)
The Lower Yarra Concept Plan – Dights Falls to Punt Road (Melbourne Metropolitan Board of Works, 1986)	VC197 - Schedule 1 to Clause 42.03 (SLO)
Heidelberg Road Heritage Review (Stage 1), RBA Architects Conservation Consultants 2019	C273yara - Schedule 18 to Clause 43.02 (DDO)
Heidelberg Road Heritage Review (Stage 2), RBA Architects Conservation Consultants 2019	C273yara - Schedule 18 to Clause 43.02 (DDO)
Part 2: Heidelberg Road Built Form Framework – Design Strategy and Recommendations, Hodyl & Co, November 2019	C273yara - Schedule 18 to Clause 43.02 (DDO)
Traffic and Vehicle Access Assessment, Heidelberg Road, Fairfield/Alphington, Traffix Group, November 2019	C273yara - Schedule 18 to Clause 43.02 (DDO)

Attachment 1 - Attachment 1 - Amendment C273 Documents

HO450	Regent	Street	46-50 (Unit 9)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281620	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 10)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281625	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 11)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281630	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 12)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281630	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 13)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281635	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 14)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281635	Individually Significant	1900-1915
HO450	Regent	Street	46-50 (Unit 15)	Richmond	Henry Wolters' Boot Factory (Paragon Shoes)	281640	Individually Significant	1900-1915
HO451								
HO451	Heidelberg	Road	730	Alphington	The Post Office and the group of shops on Heidelberg Road	359780	Individually Significant	1922
HO451	Heidelberg	Road	730A	Alphington	The Post Office and the group of shops on Heidelberg Road	359780	Individually Significant	1922
HO451	Heidelberg	Road	732	Alphington	The Post Office and the group of shops on Heidelberg Road	270910	Individually Significant	1922
HO451	Heidelberg	Road	734	Alphington	The Post Office and the group of shops on Heidelberg Road	270915	Individually Significant	1922
HO452								
HO452	Egan	Street	(No Land Parcel Number in Landvic)	Richmond	West Richmond Station - Rail Bridge And Former Station Yard	0	Individually Significant	1900-1910
HO453								
HO453	Lincoln	Street	48	Richmond		154290	Contributory	1850-1890
HO453	Lincoln	Street	50	Richmond		154285	Contributory	1850-1890
HO453	Lincoln	Street	52	Richmond		154280	Not contributory	1950-1970
HO453	Lincoln	Street	54	Richmond		154275	Contributory	1850-1890
HO453	Lincoln	Street	56	Richmond		154270	Contributory	1850-1890
HO453	Lincoln	Street	58	Richmond		154265	Contributory	1850-1890
HO453	Lincoln	Street	60	Richmond		154260	Contributory	1850-1890
HO453	Lincoln	Street	62	Richmond		154255	Contributory	1850-1890
HO454								
HO454	Church	Street	97	Richmond		150965	Contributory	1850-1890
HO454	Church	Street	99	Richmond		150970	Contributory	1850-1890
HO454	Church	Street	101	Richmond		150975	Contributory	1850-1890
HO454	Church	Street	103	Richmond	Shop & Residence	150980	Contributory	1850-1890
HO454	Church	Street	105	Richmond	Shop & Residence	150985	Contributory	1850-1890
HO454	Church	Street	107	Richmond	Shop & Residence	150990	Contributory	1850-1890
HO454	Church	Street	109-111	Richmond	Prince Of Wales Hotel	150995	Contributory	1850-1890
HO454	Church	Street	123-125	Richmond		151005	Contributory	1900-1915
HO454	Church	Street	127	Richmond	Shop & Residence	151010	Contributory	1850-1890
HO454	Church	Street	129	Richmond	Shop & Residence	151015	Contributory	1850-1890
HO454	Church	Street	133	Richmond	Queens Arms Hotel, Later Shop & Residence	151020	Contributory	1850-1890
HO454	Church	Street	135	Richmond	Bristol Hotel, Former	151025	Individually Significant	1860-1880
HO454	Church	Street	137	Richmond	Bakers Shop & Residence	151030	Contributory	1850-1890
HO454	Church	Street	139	Richmond	Vacant Site	151035	Not contributory	Unknown
HO454	Church	Street	141	Richmond	Shop & Residence	151040	Contributory	1850-1890
HO454	Church	Street	143	Richmond	Shop & Residence	151045	Contributory	1850-1890
HO454	Church	Street	145	Richmond	Shop & Residence	151050	Contributory	1850-1890
HO454	Church	Street	147-149	Richmond	Motor Garage	151055	Not contributory	1930-1940
HO454	Church	Street	156-162	Richmond	James Jones General Store, Shop & Residence, Former	150520	Contributory	1850-1890

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HO454	Church	Street	164	Richmond	Naughten's Hotel, Later Citizens Park Hotel, And Dt's	189695	Individually Significant	1870-1890
HO454	Church	Street	166-170 (Unit 1)	Richmond	Weatherill's Butcher's Shop & Residence, Former?	282715	Not contributory	1860-2000
HO454	Church	Street	166-170 (Unit 2)	Richmond		282720	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 3)	Richmond		282725	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 6)	Richmond		282740	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 7)	Richmond		282745	Not contributory	1990-2000
HO454	Church	Street	166-170 (Unit 8)	Richmond		282750	Not contributory	1990-2000
HO454	Church	Street	176	Richmond	House	356760	Contributory	1880-1890
HO454	Church	Street	176A	Richmond		360580	Not contributory	2000-2010
HO454	Church	Street	176A (First Floor)	Richmond		360590	Not contributory	2000-2010
HO454	Church	Street	178 (Ground Floor)	Richmond	James Lentell Building, Later Confectioner And Bakery	189710	Individually Significant	1870-1880
HO454	Church	Street	178 (First Floor)	Richmond	James Lentell Building, Later Confectioner And Bakery	189715	Individually Significant	1870-1880
HO455								
HO455	Heidelberg	Road	760-764	Alphington	Cooper Knitting Factory (former)	352680	Individually Significant	1922
HO456								
HO456	Allans	Place	1	Richmond		292575	Not contributory	2000-2010
HO456	Allans	Place	2	Richmond		313470	Not contributory	2000-2010
HO456	Allans	Place	3	Richmond		292580	Not contributory	2000-2010
HO456	Allans	Place	4	Richmond		313480	Not contributory	2000-2010
HO456	Allans	Place	6	Richmond		192965	Not contributory	2000-2010
HO456	Allans	Place	8-10	Richmond		192960	Not contributory	2000-2010
HO456	Buckingham	Street	95	Richmond		154780	Contributory	1870-1890
HO456	Buckingham	Street	97	Richmond		154785	Contributory	1870-1890
HO456	Buckingham	Street	99	Richmond		154790	Contributory	1870-1890
HO456	Buckingham	Street	100	Richmond		155090	Contributory	1870-1890
HO456	Buckingham	Street	101	Richmond		154795	Contributory	1870-1890
HO456	Buckingham	Street	102	Richmond		155085	Contributory	1870-1890
HO456	Buckingham	Street	103	Richmond		154800	Contributory	1870-1890
HO456	Buckingham	Street	104	Richmond		155080	Contributory	1870-1890
HO456	Buckingham	Street	105	Richmond		154805	Contributory	1870-1890
HO456	Buckingham	Street	106	Richmond		155075	Contributory	1870-1890
HO456	Buckingham	Street	107	Richmond		154810	Not contributory	1870-1890
HO456	Buckingham	Street	108	Richmond		155070	Contributory	1870-1890
HO456	Buckingham	Street	110	Richmond		155065	Contributory	1870-1890
HO456	Buckingham	Street	111	Richmond		154815	Not contributory	Unknown
HO456	Buckingham	Street	112A	Richmond		155055	Not contributory	1990-2000
HO456	Buckingham	Street	112B	Richmond		155060	Not contributory	1990-2000
HO456	Buckingham	Street	113	Richmond		154820	Contributory	1870-1890
HO456	Buckingham	Street	114	Richmond		155050	Contributory	1870-1890
HO456	Buckingham	Street	115	Richmond		154825	Contributory	1925-1930
HO456	Buckingham	Street	116	Richmond		155045	Contributory	1870-1890
HO456	Buckingham	Street	117	Richmond	Vacant Site	154830	Not contributory	Unknown
HO456	Buckingham	Street	118	Richmond		155040	Contributory	1870-1890
HO456	Buckingham	Street	119	Richmond		154835	Contributory	1850-1890
HO456	Buckingham	Street	120	Richmond		155035	Contributory	1870-1890
HO456	Buckingham	Street	121	Richmond		154840	Contributory	1850-1890
HO456	Buckingham	Street	122	Richmond		155030	Contributory	1870-1890

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HO331	Nicholson	Street	52	Fitzroy	Royal Terrace	265775	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	54	Fitzroy	Royal Terrace	265780	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	56	Fitzroy	Royal Terrace	265785	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	58	Fitzroy	Royal Terrace	265790	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	60	Fitzroy	Royal Terrace	265795	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	62	Fitzroy	Royal Terrace	265800	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	64	Fitzroy	Royal Terrace	265805	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	66	Fitzroy	Royal Terrace	265810	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	68	Fitzroy	Royal Terrace, part	265815	Victorian Heritage Register	1854-1856
HO331	Nicholson	Street	70-74	Fitzroy	Staffa House	265820	Individually Significant	1850s-
HO331	Nicholson	Street	76	Fitzroy		107500	Individually Significant	1860-1880
HO331	Nicholson	Street	78	Fitzroy		232200	Individually Significant	1860-1880
HO331	Nicholson	Street	80	Fitzroy		107505	Individually Significant	1860-1880
HO331	Nicholson	Street	80-82 (rear)	Fitzroy	Factory/warehouse/stable?	107505	Individually Significant	1900-1915?
HO331	Nicholson	Street	82	Fitzroy	Grantown House	265840	Individually Significant	1850-1870
HO331	Nicholson	Street	84	Fitzroy		265845	Individually Significant	1888
HO331	Nicholson	Street	86	Fitzroy		265850	Individually Significant	1888
HO331	Nicholson	Street	88	Fitzroy	Convent of Mercy Complex	265855	Victorian Heritage Register	1887-1890
HO331	Nicholson	Street	98	Fitzroy	Cairo Bachelor Flats, also Uxbridge fence	265860	Victorian Heritage Register	1936
HO331	Nicholson	Street	106	Fitzroy		266040	Individually Significant	1865
HO331	Nicholson	Street	108	Fitzroy	Waratah	266045	Individually Significant	1865
HO331	Nicholson	Street	110	Fitzroy		266050	Individually Significant	1863
HO331	Nicholson	Street	112	Fitzroy		266055	Individually Significant	1863
HO331	Nicholson	Street	114	Fitzroy		266060	Individually Significant	1858-
HO331	Nicholson	Street	116-118	Fitzroy	Dr Hewlett's house & surgery, later The Nunnery	266065	Individually Significant	1889
HO331	Nicholson	Street	120	Fitzroy		266070	Individually Significant	1888
HO331	Nicholson	Street	122	Fitzroy	Denny house	266075	Victorian Heritage Register	1862-
HO331	Nicholson	Street	124	Fitzroy	St Andrews Hotel, later Pumphouse Hotel	266080	Individually Significant	1926
HO331	Nicholson	Street	130	Fitzroy		266085	Individually Significant	1900-1915
HO331	Nicholson	Street	132-134	Fitzroy	Langridge House or Best house	266090	Individually Significant	1881, 1888
HO331	Nicholson	Street	136	Fitzroy	Broomfield	266095	Individually Significant	1884
HO331	Nicholson	Street	138	Fitzroy	Molesworth House	266100	Individually Significant	1870-1890
HO331	Nicholson	Street	140	Fitzroy		266105	Individually Significant	1860-1880
HO331	Nicholson	Street	144	Fitzroy		266110	Individually Significant	1871
HO331	Palmer	Street	8	Fitzroy		266340	Contributory	1870-1890
HO331	Palmer	Street	10	Fitzroy		266345	Contributory	1870-1890
HO331	Royal	Lane	3	Fitzroy	Stables	1	Individually significant	1860-1890
HO362								
HO362	Adams	Street	7	Alphington	First Alphington Boy Scout Hall Number 20	272735	Individually Significant	1930-1940
HO362	Adams	Street	38	Alphington		271295	Not contributory	Unknown
HO362	Chamouni	Street	1	Alphington		273755	Contributory	1915-1925
HO362	Chamouni	Street	2	Alphington		273740	Contributory	1915-1925
HO362	Chamouni	Street	3	Alphington		273760	Contributory	1920-1930
HO362	Chamouni	Street	4	Alphington		273745	Contributory	1900-1915
HO362	Chamouni	Street	5	Alphington		273765	Not contributory	1930-1940
HO362	Chamouni	Street	6	Alphington		273750	Contributory	1915-1925
HO362	Chamouni	Street	7	Alphington		280830	Not contributory	1980-1900
HO362	Como	Street	1	Alphington		274340	Contributory	1915-1925
HO362	Como	Street	2	Alphington		273870	Contributory	1880-1890

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HOUSE	Como	Street	3	Alphington		274345	Contributory	1900-1915
HOUSE	Como	Street	1/5	Alphington	L'espoir	335330	Contributory	1850-1890
HOUSE	Como	Street	2/5	Alphington	L'espoir	335340	Contributory	1850-1890
HOUSE	Como	Street	6	Alphington		273880	Not contributory	1930-1940
HOUSE	Como	Street	7	Alphington	Gladore	274355	Contributory	1880-1890
HOUSE	Como	Street	8	Alphington		273885	Not contributory	1950-1960
HOUSE	Como	Street	9	Alphington	Berkeley	274360	Contributory	1890-1900
HOUSE	Como	Street	10	Alphington		273890	Not contributory	1940-1950
HOUSE	Como	Street	11	Alphington		274365	Not contributory	1950-1960
HOUSE	Como	Street	12-14	Alphington		273895	Not contributory	1960-1970
HOUSE	Como	Street	13	Alphington	Lewis House	274370	Individually Significant	1980-1995
HOUSE	Como	Street	15	Alphington	Verona	274375	Contributory	1890-1900
HOUSE	Como	Street	16	Alphington		273905	Contributory	1900-1915
HOUSE	Como	Street	18	Alphington	Vacant	273915	Not contributory	Unknown
HOUSE	Como	Street	21	Alphington	Darrabyn	283430	Individually Significant	1900-1915
HOUSE	Como	Street	22	Alphington		273945	Contributory	1880-1890
HOUSE	Como	Street	23	Alphington		274390	Not contributory	1990-2000
HOUSE	Como	Street	1/24	Alphington		273965	Not contributory	1960-1970
HOUSE	Como	Street	2/24	Alphington		273975	Not contributory	1960-1970
HOUSE	Como	Street	3/24	Alphington		273985	Not contributory	1960-1970
HOUSE	Como	Street	4/24	Alphington		273995	Not contributory	1960-1970
HOUSE	Como	Street	5/24	Alphington		274005	Not contributory	1960-1970
HOUSE	Como	Street	6/24	Alphington		274015	Not contributory	1960-1970
HOUSE	Como	Street	7/24	Alphington		274025	Not contributory	1960-1970
HOUSE	Como	Street	8/24	Alphington		274035	Not contributory	1960-1970
HOUSE	Como	Street	9/24	Alphington		274045	Not contributory	1960-1970
HOUSE	Como	Street	10/24	Alphington		274055	Not contributory	1960-1970
HOUSE	Como	Street	11/24	Alphington		274065	Not contributory	1960-1970
HOUSE	Como	Street	12/24	Alphington		274075	Not contributory	1960-1970
HOUSE	Como	Street	25	Alphington	Willisau	274395	Contributory	1880-1890
HOUSE	Como	Street	26	Alphington		274085	Contributory	1900-1915
HOUSE	Como	Street	27	Alphington		274400	Contributory	1915-1925
HOUSE	Como	Street	28	Alphington		274095	Contributory	1890-1900
HOUSE	Como	Street	29	Alphington		274405	Contributory	1915-1925
HOUSE	Como	Street	30	Alphington		274105	Contributory	1900-1915
HOUSE	Como	Street	30a	Alphington		274115	Not contributory	1980-1990
HOUSE	Como	Street	30 (rear)	Alphington	Glasshouse	274105	Individually Significant	1880-1910
HOUSE	Como	Street	31	Alphington		274410	Not contributory	1970-1980
HOUSE	Como	Street	34	Alphington		274140	Contributory	1890-1900
HOUSE	Como	Street	35	Alphington		274420	Not contributory	1915-1925
HOUSE	Como	Street	36	Alphington		274145	Contributory	1890-1900
HOUSE	Como	Street	37	Alphington		301330	Not contributory	1990-2000
HOUSE	Como	Street	38	Alphington		274155	Contributory	1880-1890
HOUSE	Como	Street	39	Alphington		274430	Not contributory	1940-1950
HOUSE	Como	Street	40	Alphington		274165	Contributory	1880-1890
HOUSE	Como	Street	41	Alphington		274435	Individually Significant	1915-1925
HOUSE	Como	Street	42	Alphington		274175	Contributory	1880-1890
HOUSE	Como	Street	43	Alphington		274440	Contributory	1915-1925
HOUSE	Como	Street	44	Alphington		274185	Contributory	1880-1890
HOUSE	Como	Street	45	Alphington		274445	Contributory	1925-1935

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HO332	Como	Street	46	Alphington		274195	Contributory	1915-1925
HO332	Como	Street	47	Alphington		274450	Contributory	1915-1925
HO332	Como	Street	1/48	Alphington		274205	Not contributory	1960-1970
HO332	Como	Street	2/48	Alphington		274220	Not contributory	1960-1970
HO332	Como	Street	3/48	Alphington		274230	Not contributory	1960-1970
HO332	Como	Street	4/48	Alphington		274240	Not contributory	1960-1970
HO332	Como	Street	5/48	Alphington		274250	Not contributory	1960-1970
HO332	Como	Street	6/48	Alphington		274260	Not contributory	1960-1970
HO332	Como	Street	7/48	Alphington		274270	Not contributory	1960-1970
HO332	Como	Street	8/48	Alphington		274280	Not contributory	1960-1970
HO332	Como	Street	9/48	Alphington		274290	Not contributory	1960-1970
HO332	Como	Street	10/48	Alphington		274295	Not contributory	1960-1970
HO332	Como	Street	11/48	Alphington		274305	Not contributory	1960-1970
HO332	Como	Street	12/48	Alphington		274315	Not contributory	1960-1970
HO332	Como	Street	49	Alphington		274455	Contributory	1900-1915
HO332	Como	Street	52	Alphington		274320	Not contributory	1960-1970
HO332	Como	Street	54	Alphington		274325	Contributory	1915-1925
HO332	Como	Street	56	Alphington		274330	Contributory	1900-1915
HO332	Como	Street	58	Alphington		274335	Contributory	1925-1930
~~HO352~~	~~Killop~~	~~Street~~	~~2~~	~~Alphington~~		~~271895~~	~~Contributory~~	~~1915-1925~~
HO332	Lucerne	Crescent	2	Alphington		291115	Individually Significant	1900-1915
HO332	Lucerne	Crescent	8	Alphington		272260	Contributory	1915-1925
HO332	Lucerne	Crescent	10	Alphington		272265	Contributory	1930-1940
HO332	Lucerne	Crescent	30	Alphington		272280	Contributory	1880-1890
HO332	Lucerne	Crescent	32	Alphington		272285	Not contributory	1960-1970
HO332	Lucerne	Crescent	34	Alphington		272290	Contributory	1915-1925
HO332	Lucerne	Crescent	36	Alphington		272295	Contributory	1915-1925
HO332	Lucerne	Crescent	37	Alphington	Loddon Lea	272490	Individually Significant	1900-1915
HO332	Lucerne	Crescent	48	Alphington		272315	Contributory	1900-1915
HO332	Lucerne	Crescent	50	Alphington		272320	Not contributory	1960-1970
HO332	Lucerne	Crescent	50a	Alphington		272325	Not contributory	Unknown
HO332	Lucerne	Crescent	52	Alphington		272330	Contributory	1915-1925
HO332	Lucerne	Crescent	56	Alphington	Frater House And Studio	272340	Individually Significant	1915-1925
HO332	Lucerne	Crescent	60	Alphington		272345	Contributory	1915-1925
HO332	Lucerne	Crescent	67	Alphington	Loddon Lee	272545	Contributory	1900-1915
HO332	Lucerne	Crescent	69	Alphington		272550	Not contributory	1960-1970
HO332	Lucerne	Crescent	73	Alphington		272555	Contributory	1915-1925
HO332	Lucerne	Crescent	85	Alphington		272575	Contributory	1915-1925
HO332	Lucerne	Crescent	87	Alphington		272580	Contributory	1900-1915
HO332	Lucerne	Crescent	91	Alphington	Mona	272585	Contributory	1900-1915
HO332	Lucerne	Crescent	95	Alphington		272595	Contributory	1915-1925
HO332	Lucerne	Crescent	97	Alphington		272600	Contributory	1915-1925
HO332	Park	Avenue	9	Alphington		274100	Contributory	1925-1935
HO332	Parkview	Road	28	Alphington		273610	Contributory	1900-1915
HO332	Phillips	Street	2	Alphington		273725	Contributory	1915-1925
HO332	Phillips	Street	4	Alphington		273730	Contributory	1900-1915
HO332	Riverview	Grove	1	Alphington		274060	Contributory	1915-1925
HO332	Riverview	Grove	3	Alphington		274070	Contributory	1915-1925
HO332	Riverview	Grove	1/5	Alphington		286480	Not contributory	1970-1980
HO332	Riverview	Grove	2/5	Alphington		286485	Not contributory	1970-1980

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HOUSE	Riverview	Grove	7	Alphington		274090	Contributory	1915-1925
HOUSE	Riverview	Grove	11	Alphington		274110	Contributory	1915-1925
HOUSE	Riverview	Grove	13	Alphington		274120	Not contributory	1930-1940
HOUSE	Roemer	Crescent	2	Alphington		274130	Contributory	1915-1925
HOUSE	Roemer	Crescent	4	Alphington		274135	Contributory	1915-1925
HOUSE	Roemer	Crescent	5	Alphington		274225	Contributory	1880-1890
HOUSE	Roemer	Crescent	6	Alphington		274150	Contributory	1915-1925
HOUSE	Roemer	Crescent	8	Alphington		274160	Contributory	1915-1925
HOUSE	Roemer	Crescent	10	Alphington		274170	Contributory	1915-1925
HOUSE	Roemer	Crescent	12	Alphington		274180	Contributory	1915-1925
HOUSE	Roemer	Crescent	14	Alphington		274190	Not contributory	1915-1925
HOUSE	Roemer	Crescent	16	Alphington		274200	Contributory	1915-1925
HOUSE	St Bernards	Road	5	Alphington		270040	Contributory	1890-1900
HOUSE	St Bernards	Road	7	Alphington		270045	Contributory	1890-1900
HOUSE	St Bernards	Road	9	Alphington		270050	Contributory	1890-1900
HOUSE	St Bernards	Road	11	Alphington		270055	Contributory	1890-1900
HOUSE	St Bernards	Road	13	Alphington	Elimatta	270060	Contributory	1890-1910
HOUSE	St Gothards	Road	1	Alphington		270145	Contributory	1900-1915
HOUSE	St Gothards	Road	1a	Alphington		270150	Not contributory	Unknown
HOUSE	St Gothards	Road	2	Alphington		270110	Contributory	1915-1925
HOUSE	St Gothards	Road	3	Alphington		270160	Individually Significant	1900-1915
HOUSE	St Gothards	Road	3a	Alphington		270155	Contributory	1930-1940
HOUSE	St Gothards	Road	4	Alphington		270115	Contributory	1915-1925
HOUSE	St Gothards	Road	5	Alphington		270165	Contributory	1915-1925
HOUSE	St Gothards	Road	6	Alphington		270120	Contributory	1915-1925
HOUSE	St Gothards	Road	7	Alphington		270170	Not contributory	1990-2000
HOUSE	St Gothards	Road	8	Alphington		270125	Contributory	1915-1925
HOUSE	St Gothards	Road	9	Alphington		270175	Individually Significant	1900-1915
HOUSE	St Gothards	Road	10	Alphington		270130	Not contributory	Unknown
HOUSE	St Gothards	Road	12	Alphington		270135	Contributory	1890-1900
HOUSE	St Gothards	Road	14	Alphington	Inglegarra	270140	Contributory	1890-1910
HOUSE	View	Street	2	Alphington		271040	Contributory	1915-1925
HOUSE	View	Street	4	Alphington		271045	Contributory	1920-1935
HOUSE	View	Street	6	Alphington		271050	Contributory	1930-1940
HOUSE	View	Street	8	Alphington		271055	Contributory	1930-1940
HOUSE	View	Street	10	Alphington		271060	Contributory	1915-1925
HOUSE	View	Street	12	Alphington		271065	Contributory	1915-1925
HOUSE	View	Street	14	Alphington		271070	Contributory	1930-1940
HOUSE	View	Street	16	Alphington		271075	Contributory	1930-1940
HOUSE	View	Street	18	Alphington		271080	Contributory	1930-1940
HOUSE	View	Street	20	Alphington		271085	Contributory	1930-1940
HOUSE	View	Street	22	Alphington		271090	Contributory	1930-1940
HOUSE	View	Street	24	Alphington		271095	Contributory	1930-1940
HOUSE	View	Street	26	Alphington		271100	Contributory	1930-1940
HOUSE	View	Street	28	Alphington		271115	Contributory	1925-1930
HOUSE	View	Street	30	Alphington		271120	Contributory	1925-1930
HOUSE	View	Street	32	Alphington		271130	Contributory	1915-1925
HOUSE	View	Street	34	Alphington		271140	Contributory	1925-1930
HOUSE	View	Street	36	Alphington		271150	Contributory	1930-1940
HOUSE	View	Street	38	Alphington		271160	Contributory	1930-1940

Attachment 1 - Attachment 1 - Amendment C273 Documents

HO332	View	Street	40	Alphington		271170	Contributory	1930-1940
HO332	View	Street	42	Alphington		271180	Contributory	1925-1930
HO332	View	Street	44	Alphington		271195	Contributory	1930-1940
HO332	View	Street	48	Alphington		271200	Contributory	1915-1925
HO332	Yarralea	Street	2	Alphington		271730	Contributory	1925-1930
HO332	Yarralea	Street	3	Alphington		272105	Contributory	1915-1925
HO332	Yarralea	Street	4	Alphington		271735	Contributory	1915-1925
HO332	Yarralea	Street	5	Alphington		272110	Contributory	1915-1925
HO332	Yarralea	Street	6	Alphington		271740	Not contributory	1930-1940
HO332	Yarralea	Street	7	Alphington		272115	Contributory	1915-1925
HO332	Yarralea	Street	8	Alphington		271745	Contributory	1915-1925
HO332	Yarralea	Street	9	Alphington		272120	Contributory	1915-1925
HO332	Yarralea	Street	11	Alphington		272125	Contributory	1915-1925
HO332	Yarralea	Street	15	Alphington		272130	Contributory	1915-1925
HO332	Yarralea	Street	17	Alphington		272135	Not contributory	1970-1980
HO332	Yarralea	Street	19	Alphington		272140	Contributory	1915-1925
HO332	Yarralea	Street	21	Alphington		272145	Contributory	1915-1925
HO332	Yarralea	Street	23	Alphington		272150	Contributory	1915-1925
HO332	Yarralea	Street	25	Alphington		272155	Not contributory	1925-1930
HO332	Yarralea	Street	26	Alphington	Alphington State School	271910	Contributory	1915-1925
HO332	Yarralea	Street	27	Alphington		272160	Contributory	1915-1925
HO332	Yarralea	Street	29	Alphington		272165	Contributory	1915-1925
HO332	Yarralea	Street	33	Alphington		272170	Not contributory	1970-1980
HO332	Yarralea	Street	35	Alphington		272175	Contributory	1915-1925
HO332	Yarralea	Street	37	Alphington		272180	Not contributory	1915-1925
HO332	Yarralea	Street	39	Alphington		272185	Not contributory	1915-1925
HO332	Yarralea	Street	42	Alphington		271970	Contributory	1900-1915
HO332	Yarralea	Street	43	Alphington		272190	Contributory	1900-1915
HO332	Yarralea	Street	44	Alphington		271975	Contributory	1900-1915
HO332	Yarralea	Street	45	Alphington		272195	Contributory	1915-1925
HO332	Yarralea	Street	46	Alphington		271980	Contributory	1900-1915
HO332	Yarralea	Street	47	Alphington		272200	Contributory	1900-1915
HO332	Yarralea	Street	48	Alphington		271985	Contributory	1900-1915
HO332	Yarralea	Street	1/49	Alphington		272205	Not contributory	1970-1980
HO332	Yarralea	Street	2/49	Alphington		272210	Not contributory	1970-1980
HO332	Yarralea	Street	3/49	Alphington		272215	Not contributory	1970-1980
HO332	Yarralea	Street	4/49	Alphington		272220	Not contributory	1970-1980
HO332	Yarralea	Street	53	Alphington		272225	Contributory	1915-1925
HO332	Yarralea	Street	55	Alphington		272230	Contributory	1915-1925
HO332	Yarralea	Street	57	Alphington		299305	Contributory	1970-1980
HO332	Yarralea	Street	59	Alphington		272240	Individually Significant	1915-1925
HO363								
HO363	Bennett	Street	1	Richmond		152025	Not contributory	1915-1925
HO363	Bennett	Street	1a	Richmond		152030	Contributory	1920-1930
HO363	Bennett	Street	2	Richmond		151720	Contributory	1900-1915
HO363	Bennett	Street	2a	Richmond		151725	Contributory	1915-1925
HO363	Bennett	Street	2aa	Richmond		151715	Contributory	1915-1925
HO363	Bennett	Street	3	Richmond		152020	Contributory	1900-1915
HO363	Bennett	Street	4	Richmond		151730	Contributory	1915-1925

SCHEDULE 18

SCHEDULE 18 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO18**.

HEIDELBERG ROAD PRECINCTS

1.0 Design objectives

- To ensure development supports:
  - a new mid-rise contemporary character with buildings providing a street wall to frame Heidelberg Road and a transition in building scale down towards each of the adjacent parklands in Precinct 1;
  - an emerging low-rise commercial character which comprises development set behind a landscape strip, with a consistent street wall, and recessive upper levels along Heidelberg Road in Precinct 2;
  - a new contemporary mid-rise development in Precinct 3A that addresses the prominent corner location, without competing with the adjacent high-rise development on the east side of Chandler Highway, and which provides perimeter landscape setbacks as well as streetwall and building heights that transition down in scale to the adjacent low rise forms in Coate Avenue;
  - a new low-rise character with a mix of retained heritage and complementary street wall heights along Heidelberg Road, and a landscape setback between Yarralea Street and Como Street in Precinct 3B.
- To ensure development delivers a high quality landscaped interface that incorporates canopy trees (where appropriate), openness and a significantly improved pedestrian amenity along Heidelberg Road providing passive surveillance and activated, pedestrian-oriented façades.
- To ensure development responds to heritage fabric through recessive upper level development, a legible transition in scale from taller building forms towards the interface with heritage buildings, and retains the prominence of and key view lines to the former 'Porta' chimney and heritage factory at 224-256 Heidelberg Road, Fairfield.
- To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a legible transition to low-rise residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

A permit is not required to:

- extend a ground floor at the rear provided:
  - the maximum building height is not more than 4 metres above ground level.
- alter an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z, at least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
- construct an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

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

Laneway means a road reserve of a public road 9 metres or less wide.

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

Public realm means all streets and spaces open to the public but does not include laneways.

Street wall means the facade of a building at the street boundary or if a front setback is required in this DDO, the front of the building.

Street wall height means the height of the street wall measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building at the street wall, with the exception of architectural features and building services.

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

Upper level setback means the minimum distance between the development above the height of the street wall (including projections such as balconies, building services and architectural features) and the street wall.

Street boundary means the boundary between the public street and the private property.

Rear interface is the rear wall of any proposed building or structure whether on the property boundary or set back from the property boundary.

2.2 General Requirements

The requirements below (including both the General Requirements and Precinct Design Requirements) apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must'.

2.2.1 Street wall height requirements

Development must not exceed the mandatory maximum street wall heights as shown on Maps 2, 3A, 3B.

Development should not exceed the preferred maximum street wall heights as shown on Maps 1, 2, 3A and 3B unless all the following requirements are met, to the satisfaction of the Responsible Authority:

- the built form outcome as a result of the proposed variation satisfies the Design Objectives at Clause 1.0 of this Schedule;
- the proposed street wall height provides an appropriate transition, scaling down to the interface with a heritage building;
- the proposed street wall height does not visually overwhelm the adjoining heritage building; and
- the proposed street wall height provides an appropriate transition, scaling down to the interface with low rise residential areas.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, but then transition down in height to match the rear or side interface as required.

Development of non-heritage buildings on street corners should provide a corner splay at minimum of 1 x 1 metre at the site's corner boundaries.

Development should retain the visual prominence of:

- the heritage street wall in the vistas along the street;
- heritage fabric of the return facades of heritage buildings on corner sites.

2.2.2 Upper level front and side street setback requirements

Upper levels above the Heidelberg Road, Yarra Bend Road, Park Crescent, Chandler Highway and Coate Avenue street walls:

- must be setback by a minimum of 6 metres in Precinct 3B from Heidelberg Road between Parkview Road and Yarralea Street;
- must be setback by a minimum of 10 metres from Coate Avenue in Precinct 3A and must be set back an additional minimum of 10 metres above the secondary step;

- should be set back by a minimum of 6 metres in:
  - Precinct 1
  - Precinct 2
  - Precinct 3A from Heidelberg Road and Chandler Highway
  - Precinct 3B from Heidelberg Road between Yarralea Street and Como Street

Development should be setback at upper levels a minimum of 3 metres above a side street wall.

Upper levels should:

- be visually recessive when viewed from the public realm to ensure development does not overwhelm the streetscape and minimises upper level bulk;
- contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.

Heritage Buildings:

Should be setback in excess of the minimum upper level setback requirements where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building;
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

2.2.3 Building height requirements

Development must not exceed the mandatory maximum building heights shown on Map 3A.

Development should not exceed the preferred maximum building heights shown on Maps 1, 2, and 3B.

A permit should only be granted to construct a building or construct or carry out works which exceeds the preferred maximum building height shown on Maps 1, 2 and 3B where, in addition to other requirements of this DDO, all the following requirements are met to the satisfaction of the responsible authority:

- the built form outcome satisfies:
  - the relevant Design Objectives in Clause 1.0;
  - the Overshadowing and Daylight Access Requirements in Clause 2.2.5;
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirements in this schedule;

  - excellence for environmental sustainable design measured as a minimum BESS project score of 70%; and
  - no additional overshadowing impacts on secluded private open space to residentially zoned properties or adjacent parkland or reserves, beyond that which would be generated by a proposal that complies with the preferred building height.

- where the proposal includes dwellings, it also achieves:

  - communal and/or private open space provision that exceeds the minimum standards in Clause 55.07 and/or 58, as relevant.

Architectural features (except service equipment or structures) may exceed the mandatory or preferred maximum building height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, roof terraces, shading devices, plant rooms, lifts, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the mandatory or preferred maximum height provided that:

- the equipment/structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands or planting areas in the public realm; and
- the equipment/structures are no higher than 2.6 metres above the mandatory or preferred maximum height; and
- the equipment/structures (other than solar panels, green roofs and roof terraces) occupy less than 50 per cent of the roof area.

2.2.4 Interface and rear setback requirements

Development adjoining a residential property outside this overlay must not exceed a maximum boundary wall height of 8 metres.

Development along the parkland interface in Precinct 1 must not exceed a maximum building height of 14.4 metres (as shown on Map 1).

Upper levels above a rear boundary wall must be set back from the rear boundary and be contained within a 45 degree setback envelope. The envelope's angle is to be measured perpendicular to the development site's boundary, taken from the centre of the boundary.

Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.

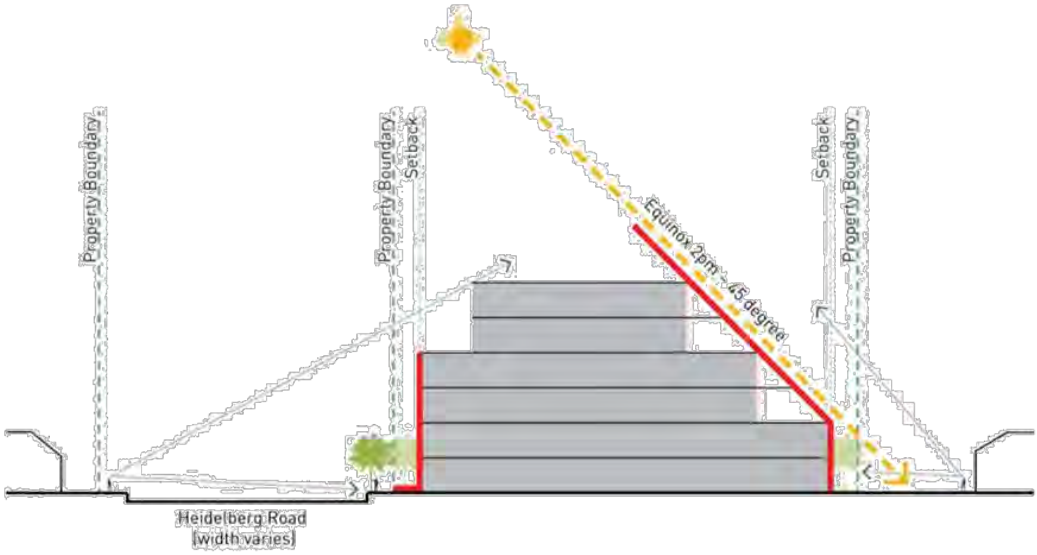
Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.

Development should not visually dominate adjoining residential sites outside this overlay.

Development must provide minimum ground floor setbacks to the rear boundary as follows:

- Precinct 1: a minimum of 3 metres (as shown on Map 1);
- Precinct 3A: a minimum of 4.5 metres;
- All other areas: a minimum of 3 metres if the dwelling on the adjacent residential property is located less than 15 metres from the property boundary.

Figure 1 – Indicative Cross Section and Measurements



2.2.5 Overshadowing and daylight access requirements

Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a residential zone, including where separated by a laneway.

Development should not overshadow:

- the opposite footpath of a side street, from property boundary to kerb between 10 am and 2 pm on 22nd September; and
- any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm on 22 September.

Development should not increase the amount of overshadowing to Yarra Bend Park, TH Westfield Reserve and surrounding open space, as caused by existing conditions, measured between 10am and 2pm on 22 September.

2.2.6 Building separation, amenity and equitable development requirements

An application for development should provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.

Where development shares a common boundary within the overlay, upper level development should:

- for buildings up to 14.4 metres (or 16 metres in the Commercial 2 Zone), be setback 4.5m from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site and/or exists on the adjoining property; and
- for buildings up to 14.4 metres (or 16 metres in the Commercial 2 Zone), be setback 3.0m from the common side boundary where a commercial or non-habitable window facing the common boundary is proposed on the subject site and/or exists on the adjoining property.

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

Where development consists of multiple buildings and/or separate upper levels, upper level development should:

- be setback a minimum of 9m from each other, where a habitable window or balcony is proposed; and
- be setback a minimum of 6m from each other where a commercial or non-habitable window is proposed.

2.2.7 Building layout requirements

Lower levels of development should:

- Be designed to accommodate commercial activity at the ground floor, incorporating a commercial floor height of approximately 4 metres floor to floor height;
- Incorporate adaptable commercial and residential floor layouts, demonstrating how each could be combined or divided so as to allow for a variety of uses over time.

2.2.8 Front setback design requirements

Front setbacks (as identified for each precinct in Clause 2.3 Precinct Design Requirements under the heading 'front setback requirements') should be designed to create a sense of openness and clear line of sight at pedestrian level between the public footpath and street wall.

Front setback design should provide a high quality landscaped interface that significantly enhances the pedestrian experience along Heidelberg Road.

2.2.9 Other design requirements

Development should achieve good urban design outcomes and architectural excellence by including, but not being limited to:

- achieving active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm;
- achieving fine-grain commercial façade design at ground floor for development in the Commercial 1 Zone;
- creating an appropriate ratio of solid and void elements;
- creating visual interest through the arrangement of fenestration, balconies and the application of architectural features including external shading devices, windowsills;
- maintaining an appropriate level of design simplicity by avoiding overly busy facades that rely on a multitude of materials and colours;
- maintaining existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings;
- avoiding highly reflective glazing in openings of heritage buildings;
- encouraging the retention of solid built form behind retained heritage facades and avoid balconies behind openings so as to avoid facadism;
- not competing with the more elaborate detailing of the heritage building(s) on the subject site or adjoining land;
- avoiding large expanses of glazing with a horizontal emphasis; and
- ensuring projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and do not visually dominate the façade.

Lower levels of development should:

- avoid large expanses of facades with floor to ceiling glazing and limited entries at the ground floor;
- allow unobstructed views through openings into the ground floor of buildings;
- on sites where no street setback requirement is identified and where abutting narrow footpaths of less than 1.8 metres, provide for front setbacks and/or generous, recessed building entrances to provide space for pedestrian circulation and include space for landscaping, outdoor trading, seating and/or visitor bicycle parking;
- locate building service entries/access doors and cabinets away from the primary street frontage, or where not practically possible, they should be sensitively designed to integrate into the façade of the building and complement the street frontage and character.

The design of upper levels of development should:

- distinguish between the lower and upper levels through materials and articulation, with visually lightweight materials and colours applied above the street wall;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape.

Development should avoid blank walls visible to the public realm, including from side streets.

Side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture, materials and/or finishes.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies and balustrades should not protrude into a street wall and an upper level setback, except for terraces directly above a podium, as applicable.

Development interfacing with areas of public open space should:

- provide a suitable transition in scale to the interface with the public open space;
- ensure that development does not visually dominate the public open space;
- provide passive surveillance from lower and upper levels of the building.

2.2.10 Access, parking and loading bay requirements

Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, the building setback should include a pedestrian refuge or landing.

Ensure pedestrian entrances are clearly visible, secure, well lit and have an identifiable sense of address.

Residential and commercial pedestrian entrances should be distinguishable from each other.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and naturally ventilated.

Car parking should be located within a basement or concealed from the public realm.

Bicycle parking should be provided to the rates and design guidelines recommended in the Built Environment Sustainability Scorecard (BESS) tool.

Bicycle ingress/egress should be provided directly from adjacent bicycle lanes and paths.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high standard of pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity and avoid adversely impacting the continuity of the public realm.

Vehicle ingress/egress points should be spaced apart from other existing and/or proposed ingress/egress points to avoid wide crossover points.

Development should not provide new vehicular access from Heidelberg Road and avoid disruptions to bicycle lanes.

Development should consolidate multiple vehicle access points along Heidelberg Road, where applicable.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

Where a ground level setback is provided to achieve practicable vehicle access to a laneway, a minimum headroom clearance of 3.6 metres should be provided to any overhang of the first floor and careful consideration given to create a safe pedestrian environment.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

2.3 Precinct Design Requirements

2.3.1 Precinct 1

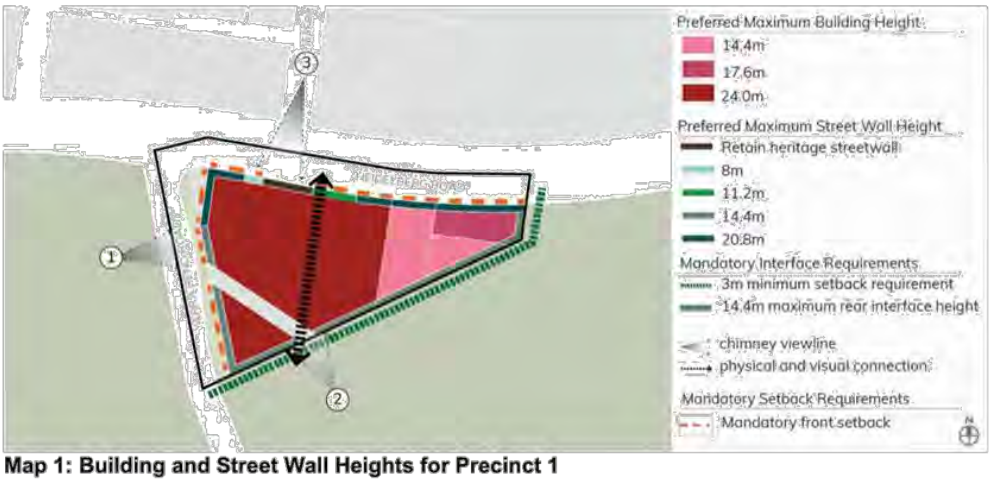
Design requirements

Development should:

- be separated into multiple buildings and provide a fine grain subdivision pattern.
- achieve a character that resembles a mix of old industrial and new commercial towards Heidelberg Road and fine-grain residential development that is sensitive to the surrounding parklands including Yarra Bend Park, TH Westfield Reserve and surrounding open space.
- create a sense of openness around the heritage factory building and chimney by gradually stepping down towards the factory and creating a strong separation from the chimney.
- achieve open view lines to the chimney from the TH Westfield Reserve to the south, opposite footpath on Yarra Bend Road and the corner of Jeffrey Street and Heidelberg Road, as shown on Map 1.
- consider the adaptive re-use of the heritage buildings and/or integrate them with any new buildings on the site.
- provide a physical and visual connection from Heidelberg Road through to TH Westfield Reserve to the south, on land to the east of the building affected by Heritage Overlay 421.
- provide for a communal space next to the building affected by Heritage Overlay 421.
- provide a positive interface (visual interest and passive overlooking) to Yarra Bend Park, TH Westfield Reserve and surrounding open space that does not visually dominate the landscape setting.
- provide for canopy trees throughout the site to create a stronger connection with the surrounding parklands, provide for shade and to help reduce the heat island effect.
- utilise natural materials and colours to minimise the dominance of its bulk and blend in with the surrounding parklands, including vertical greening.

Front setback requirements

Development in Precinct 1 must be setback by a minimum of 3 metres to Heidelberg Road (except for heritage buildings) and must be setback by a minimum of 3 metres to Yarra Bend Road to provide better separation with Heidelberg Road and space for circulation and canopy landscaping.



Map 1: Building and Street Wall Heights for Precinct 1

2.3.2 Precinct 2

Design requirements

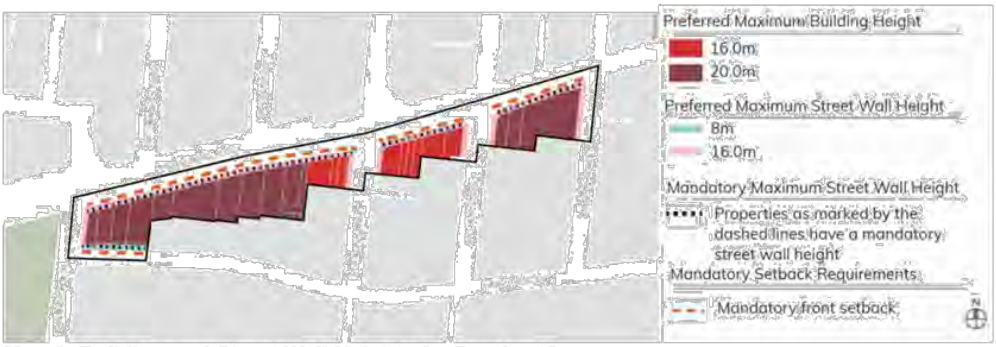
Development along Heidelberg Road should:

- achieve an active commercial façade.
- create a pedestrian-oriented environment at lower levels to improve pedestrian amenity, safety and the vibrancy of the area.

Development with dual frontages to Heidelberg Road and Park Crescent should create a street wall behind a front setback towards Park Crescent to not dominate the low, residential character of Park Crescent.

Front setback requirements

Development in Precinct 2 must be setback by a minimum of 3 metres to Heidelberg Road and must be setback by a minimum of 3 metres to Park Crescent to provide better separation with Heidelberg Road and space for circulation and landscaping.



Map 2: Building and Street Wall Heights for Precinct 2

2.3.3 Precinct 3A

Design requirements

Development along Heidelberg Road and Chandler Highway should:

- achieve a fine grain, activated commercial building façade at the street wall levels.
- create a pedestrian-oriented environment at lower levels to improve pedestrian amenity, safety and the vibrancy of the area.

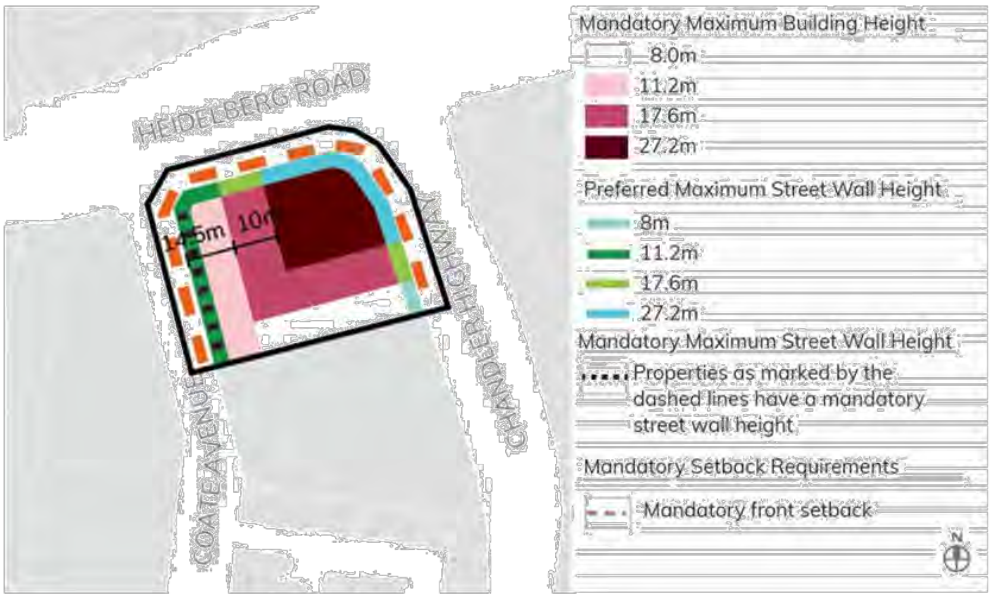
Along Coate Avenue, development should achieve a fine-grain, lower residential character to blend in with the character of the street.

Development should achieve a sense of openness by providing strong separation of upper levels from Coate Avenue and residential properties to the rear.

Front setbacks should be designed and landscaped to include canopy trees and blend in with the residential character of the street.

Front setback requirements

Development in Precinct 3A must be setback by a minimum of 3 metres to Heidelberg Road and Chandler Highway and must be setback by a minimum of 4.5 metres to Coate Avenue to provide better separation with Heidelberg Road and space for circulation and canopy landscaping.



Map 3A: Building and Street Wall Heights for Precinct 3A

2.3.4 Precinct 3B

Design requirements

Buildings should achieve a fine-grain, retail character along Heidelberg Road that includes a stall riser, pilasters, a verandah or canopy (where applicable) and clerestory window above the verandah or canopy.

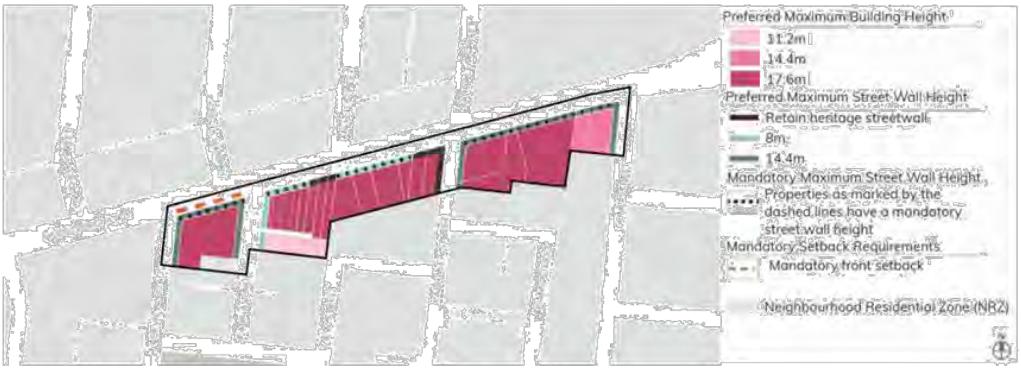
Development along Heidelberg Road should provide active frontages to improve pedestrian amenity, safety and the vibrancy of the area.

Front setbacks east of Yarralea Street should be designed to include canopy trees and soft landscaping to create a more pedestrian-friendly environment and avoid the dominance of car parking areas.

Front setback requirements

Development in Precinct 3B must be setback by a minimum of 3 metres to Heidelberg Road between Parkview Road and Park Avenue to provide better separation with Heidelberg Road and space for circulation and canopy landscaping.

No front setback to Heidelberg Road should be provided between Park Avenue and Yarralea Street.



Map 3B: Building and Street Wall Heights for Precinct 3B

3.0 Subdivision

None specified.

4.0 Signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule;
- A desktop wind effects assessment for proposed development over 16 metres in height to assess the impact of wind on:
  - the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing; and
  - the safety and effects on cyclists travelling along bicycle routes that are adjacent to the development.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including bicycle lanes);
  - reduces car dependence and promotes sustainable transport modes, and
  - assesses the impacts of traffic and parking in the Precincts including an assessment of the ongoing functionality of laneway/s, where applicable.
- A landscaping plan.

6.0 Decision guidelines

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

- whether the requirements in Clauses 2.2 and 2.3 are met;
- whether the proposal provides a high-quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface, and contributes positively to the pedestrian environment and other areas of the public realm;
- whether the development retains the prominence of the heritage street wall in the vistas along the primary street frontage;
- whether heritage buildings on street corners retain their prominence, including their three-dimensional form, when viewed from the opposite side of the primary and secondary street;
- whether upper level development above the heritage street wall is visually recessive and does not visually overwhelm the heritage buildings;
- whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street;
- whether the proposal responds to the presence of heritage buildings either on, or in close proximity to the site through a suitable transition in scale of street-wall, upper level setbacks and building height;
- whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials;
- whether upper side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings, limit bulk of new development and increase a sense of openness;
- does the design respond to the interface with existing low-scale residential properties, including avoiding additional overshadowing of secluded private open space;
- whether proposed buildings and works will avoid overshadowing of footpaths and public spaces;
- whether the proposal has considered the equitable development opportunities of neighbouring properties in terms of achieving good internal amenity for future proposals through building separation and design;
- whether the proposed built form mitigates negative wind effects created by the development;
- the impact of development on traffic and parking in the nearby area, including on the functionality of laneways and bicycle lanes;
- whether the layout and appearance of areas set aside for vehicular access, loading, unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.

The Post Office and the group of shops on Heidelberg Road Statement of Significance

Heritage Place:	730-734 (including 730A) Heidelberg Road, Alphington	**PS ref no:**	HO451



Figure 1: The Post Office, 730 Heidelberg Road, Alphington



Figure 2: 730A (right), 732 (Centre) and 734 (left) Heidelberg Road, Alphington

Attachment 3 - Attachment 3 - C273 Heritage Statement of Significance

What is significant?

The group of three Interwar period shops at 730-734 Heidelberg Road, Alphington, constructed circa 1922.

Significant aspects of the shops include the brick walls and parapets (now painted), hipped roof forms (largely concealed), street canopies including original soffit linings, the configuration of the shopfronts, shopfront joinery and finishes, tiled mouldings to the west end of no. 732, the recessed entrance of no. 730 including floor tiles, mouldings, pressed metal ceiling and toplights with textured glass. In addition, the original side access to no. 730 (now 730A) as it extends to the depth of the front hipped roof of no. 732, where the intact (unpainted) return walls remain visible.

How is it significant?

The group of three shops at 730-734 Heidelberg Road, Alphington are of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

The group of three shops at 730-734 Heidelberg Road, Alphington are of historical significance to the City of Yarra as one of the few remnant intact buildings that denote the Interwar period phase of development in this part of Heidelberg Road area (Alphington Village) during the early 1920s, when building activity increased, including much redevelopment, and the area's commercial function was consolidated. Whilst no. 734 was not purpose built as a post office, it has functioned as such for about half a century. (Criterion A)

The group of three shops are aesthetically significant as an intact group of single-storey, brick Interwar period commercial buildings. Whilst modest in scale, they retain their original parapets and unusually their original shopfronts, two of which were manufactured by Duff (nos 732-734), with the other (no. 730) being notable for intact canopy, the copper finish to its framing and green tiles to the stallboard. (Criterion E)

Primary source

Heidelberg Road Heritage Review (stage 2) 2019 – recommendations & citation for proposed heritage overlays

YARRA PLANNING SCHEME

Cooper Knitting Factory (former) Statement of Significance

Heritage Place:	760-764 Heidelberg Road, Alphington	**PS ref no:**	HO455



Figure 1: 760-764 Heidelberg Road, Alphington

What is significant?

The single storey brick building at 760-764 Heidelberg Road, Alphington, constructed 1922, with additions made during the late 1930s and early 1940s.

Significant aspects include the Heidelberg Road and Yarralea Street facades including brick parapet, visible gable roof sections (primarily to the east side), chamfered corner entrance, concrete lintels, pattern of openings and shopfronts, canopy, and remnant wall moulding (west end of north elevation).

How is it significant?

The single storey building at 760-764 Heidelberg Road, Alphington – the former A. Cooper Knitting factory - is of local historical and aesthetic significance to the City of Yarra.

Why is it significant?

Initially constructed as three premises in 1922, the single storey building at 760-764 Heidelberg Road, Alphington was expanded and later consolidated by A. Cooper Knitting Manufacturer. It is representative of the commercial and industrial development that occurred during the Interwar period along Heidelberg Road, and in particular was one of a few knitting enterprises that were established along Heidelberg Road at this time. The rapid expansion of the building during the late 1930s and early 1940s is indicative of the important role of the local knitting industry during WWII. (Criterion A)

The single storey building is aesthetically significant as an intact example of an Interwar period building constructed on a prominent corner site. The brick building is distinguished by its parapet and projecting piers articulated with a combination of smooth and roughcast render contrasting with variations in the brickwork. The original pattern of openings, shopfront division, and canopy remains mostly intact. (Criterion E)

Primary source

Heidelberg Road Heritage Review (stage 2) 2019 – recommendations & citation for proposed heritage overlays



No.756-758


No. 358

Heidelberg Road Heritage Review (Stage 1)
2019

Stage 1 Report

City of Yarra

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Attachment 4 - Attachment 4 - Heidelberg Road Heritage Review Stage 1

1 INTRODUCTION

1.1 Brief

This report, the *Heidelberg Road Heritage Review 2019,* has been prepared by RBA Architects + Conservation Consultants for the City of Yarra. It relates to the building stock within the Commercial 1 and Commercial 2 Zones along (the south side of) Heidelberg Road between the Merri and Darebin creeks.

The brief was to undertake the following:

- Review the heritage values of HO 71 (756-758 Heidelberg Road, Alphington) and the currency of its citation,
- Determine whether 2 Killop Street, Alphington should be included in HO362 (Alphington East Precinct),
- Identify any sites of potential heritage value in the study area,
- Provide recommendations for built form controls for any existing and recommended heritage overlays.

1.2 Location

The study area primarily relates to the commercial zones along the south side of Heidelberg Road and extends across parts of the suburbs of Fairfield (western part) and Alphington (eastern part).



Map No. 3HO
Existing HO421 (Porta)
Western part of study area (Commercial 1 and 2 Zones) shown in green



Map No. 4HO showing existing HO71 and 2 Killop Street, Alphington (identified with a star, part of HO362)
Eastern part of study area (Commercial 1 and 2 Zones) is shown in green

1.3 Background

Previous Heritage Studies

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8, prepared by Graeme Butler and Associated, revised May 2017
- City of Yarra Heritage Review, Thematic History Volume 1, prepared by Allom Lovell & Associates, July 1998
- City of Northcote Urban Conservation Study prepared by Graeme Butler, revised February 1983

Existing Listings

There are three sites in the study area listed in the Schedule to the Heritage Overlay:

- HO421 – Porta factory, Heidelberg Road, 224 Heidelberg Road. Existing citation not to be reviewed.
- HO70 – Australian Paper Mills Boiler House, 626 Heidelberg Road. This building has been the subject of a previous amendment and will not be considered as part of this project.
- HO71 – Shops, 756-758 Heidelberg Road – basalt building constructed circa 1860. Existing citation to be reviewed.

1.4 Acknowledgements

The authors are grateful for the assistance provided by the City of Yarra officers.

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking this phase of Heidelberg Road Heritage Review (stage 1) was in accordance with the processes and criteria outlined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, known as the *Burra Charter* (Australia ICOMOS, 2013). The key tasks included:

- Site inspections - largely limited to a visual assessment of each property from the perimeter and were undertaken during April 2019.
- Preliminary historical research and analysis of the extant fabric in relation to documentary evidence where applicable.
- Preparing data sheets.
- A preliminary assessment of the significance of each place based on the research and the extant fabric, and with reference to the relevant HERCON criteria.

2.2 Research

Primary sources were mainly employed and have included:

- Photographs, including aerial photographs, held by:
    - Landata (aerial),
    - Darebin Archives,
    - National Archives of Australia (NAA),
    - State Library of Victoria (SLV),
    - University of Melbourne (aerial).
- Drainage plans (Yarra Valley Water),
- Melbourne Metropolitan Board of Works (MMBW) Plans, held by the State Library Victoria,
- Sands & McDougall's street directories,
- Plans (SLV, etc),
- Various newspapers (*Age*, *Argus*, *Herald*, etc).

2.3 Data Sheets + Citation

A data sheet was prepared for individual buildings, or groups of buildings, of potential significance within the study area. A citation was prepared for HO71.

Within the data sheets/citation the following are provided:

- Name (usually relating to the original owners or purpose),
- Address,
- Summary history – including date of construction and period (Federation, Interwar, Post WWII),
- Summary description – including assessment of condition and intactness (poor, fair, good),
- Comparative – examples of similar places,
- Relevant HERCON Criteria,
- Recommendation.

2.4 Preliminary Assessment of Significance

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this report.

Burra Charter

The methodology adopted in the assessment of the significance (or heritage values) has been in accordance with the process outlined in the *Burra Charter* (or The Australia ICOMOS Charter for Places of Cultural Significance). As outlined in the *Burra Charter*, the criteria considered include aesthetic (including architectural), historical, scientific (or technical), social and spiritual values. These values have been translated into the HERCON Criteria, discussed below.

2.5 Applying the Heritage Overlay

'Applying the Heritage Overlay' August 2018 (Planning Practice Note 1) provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing statements of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance.

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier, and much used, Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the aforementioned practice note that 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.' Reference to the relevant HERCON criteria is outlined at the end of the data sheets. The definition of these criteria are outlined in the following table.

Criterion	Definition
A	Importance to the course, or pattern, of our cultural or natural history (historical significance).
B	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance)
H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

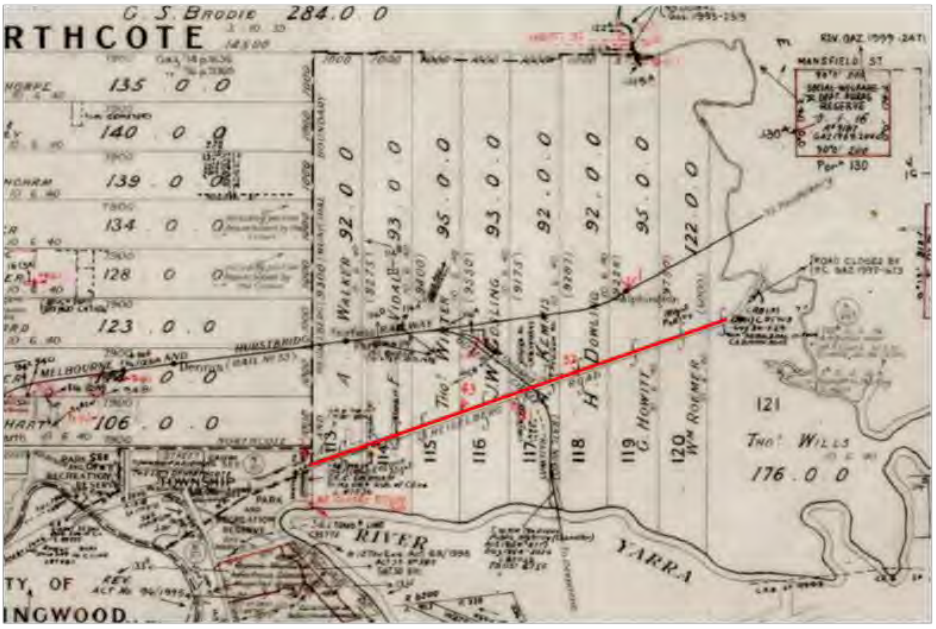
3 STUDY AREA – Overview of Development

3.1 Introduction

The existing heritage studies provide scant information regarding the residential and commercial development within the Heidelberg Road study area, particularly during the 20th century. Due to the lack of background information a brief historical overview has been produced, outlining what is evident from historical aerials and MMBW plans.

3.2 Historical Overview

The study area along Heidelberg Road is located in what was the Parish of Jika Jika. The area includes sections of what is now Fairfield, Alphington and Northcote. During the 1840s the land was divided into a series of narrow allotments with frontages to the Yarra River or Darebin Creek.[1]



Part of Parish of Jika Jika J16(5)
Section of Heidelberg Road within study area (red line)
(Source: Landata)

From the mid to late 1800s Heidelberg Road functioned as the main thoroughfare for visitors en route to the town of Heidelberg and the shops served those travelling as well as local residents.[2] This included Fulham Grange, an early farm and vineyard owned by the Perry Brother's and "Alphington Village," a resting place for travellers west of the Darebin Creek crossing, established by William Manning in 1854.

In 1900 several shops and retailers occupied the south side of Heidelberg Road. At that time the section of road between Grange Road and Como Street included a butcher, general store, post office and telephone office.[3]

1 City of Darebin
2 City of Yarra Heritage Review, Allom Lovell & Associates, 1998
3 Sands & McDougall directory, 1900

By 1914, as evident in the following MMBW, some parts of Heidelberg Road had been fairly developed, though other sections were sparsely developed. Early houses and buildings along Heidelberg Road were either timber or masonry (brick or stone), often with smaller outbuildings to the rear.



1914 MMBW Detail Plan 1318
Showing east end of Heidelberg Road - about Yarralea Street, Alphington
(Source: SLV)

By 1931, there was considerable development along Heidelberg Road. For instance, the land between Panther Place and Grange Road consisted of typically narrow, rectangular allotments with some larger, vacant lots.



1931 Aerial, Heidelberg Road - west end of study area (between Panther Place and Grange Road)
(Source: Landata, 1931 Nov - Maldon Prison, Proj. No. 1931, Run 15, Frame 2741)

By 1945, according to the following aerials, a number of light commercial buildings (a combination of shops and warehouses) had been constructed on the south side in this section of the Heidelberg Road. Some smaller parcels had been consolidated into larger sites.



1945 Aerial, Heidelberg Road – west end of study area (between Panther Place and Austin Street)
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59,529)



1945 Aerial, Heidelberg Road – east end of study area (between Parkview Road and Lucerne Crescent)
The northern half of Alphington East Precinct (HO362) is evident
(Source: Landata)

By 1956, the concentration of commercial/light industrial sites along parts of Heidelberg Road, similar to the current circumstance, had been established. A number of previously vacant sites had been developed with small warehouses, etc.



1956 Aerial, Heidelberg Road – study area
(Source: Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146)

A 1978 aerial highlights the large number of light commercial buildings that had been constructed along the south side of Heidelberg Road by that time, including at the Paper Mills site.



1978 Aerial, Heidelberg Road – study area
(Source: Landata)

4 FINDINGS

4.1 Introduction

This section outlines the findings regarding the following:

- HO71,
- Places of Potential Heritage Value,
- Other Sites Considered,
- 2 Killop Street, Alphington.

4.2 HO71

It was confirmed that the basalt building at 756-758 Heidelberg Road (HO71) more than adequately meets threshold for local significance.

An updated citation was prepared for HO71 that meets the contemporary standard, refer to Appendix A.

4.3 Places of Potential Heritage Value

Datasheets (refer to Appendix B) have been prepared for five individual places which were considered to be of potential heritage significance. Details of these five sites are outlined in the following table. Of these, three were considered to have strong potential to meet the threshold for local heritage significance (those at nos 358, 730-734, and 760-764), with the other two (nos 460, 774) less so.

On further discussion with Council, only three have been recommended for further work in Stage 2 and were reviewed in regards to built form analysis and recommended controls.

Address – No. (Heidelberg Rd)	Name	Date/Period	Details
358	House & Tyre Outlet	Late 1950s/Postwar	House – Modernist influence Unusual combination of house and adjoining tyre outlet
460	Duncan Rubber Co. Showroom & Warehouse	1956/Postwar	Sawtooth roof forms Intact facades
730-734	Group of 3 shops	1933/Interwar	Single storey builldings with intact shopfronts
760-764	A Cooper Knitting Manufacturer	Mid-1930s/Interwar	Single storey buiding with intact parapet and most original openings
774	Former Ampol Service station	By 1965/Late 20th century	Stages of construction not certain Original frame (sign) survives

4.4 Other Sites Considered

The following table outlines the other buildings in the study area which were noted for their potential heritage value. A data sheet was not prepared for this group as they were generally assessed as not having sufficient potential to reach the threshold for local heritage significance.

Of this group, the earlier buildings had been altered to varying degrees, whereas the two late 20th century buildings were largely intact. The latter two, whilst good examples, are difficult to assess in regards to other similar building stock in the municipality as there are few, if any, from this time that have been assessed as having heritage value. This is in part because many such buildings are located within precincts whose significance primarily relates to late 19th century (Victorian), and possibly early 20th century (Federation and/or Interwar) phases of development and so have tended to be graded non-contributory. These two buildings might warrant consideration as part of a latter 20th century review of similar buildings across the municipality.

No.	Details	Image
276	Office building (Wellways) Brutalist style – constructed in 1975 (Yarra Valley sewerage plan). Architect unknown. From 1965 until at least 1971 - occupied by Collins Motors (The Age). Large two storey Brutalist building with a bold rectangular form, bands of textured concrete, and metal-framed windows with brise-soleil (sunshade) to upper level with some intervening textured, cream brick piers to side and rear. Some yellow/gold tinted glass – possibly Stopray range, manufactured by the Glaverbel (Industries) or similar. Intact, good example but only 45 years old and limited appreciation for this type of architecture	
388	Shop/Warehouse (Beds for Backs) Interwar/Art Deco brick garage – ca late 1930s From at least 1933 (Sands) 388-394 is occupied by Elite Knitting Co Pty Ltd 1935 MMBW – extant building not evident. Subject site consists of four lots (brick building to two west sites and timber buildings to east side) 1945 aerial – extant building evident Curved entrance with original brick steps, JD emblem, rendered parapet, steel hopper windows to recessed west section. Roof truss/sawtooth roof evident through vehicular opening. Façade is considerably altered	

No.	Details	Image
402	Shop (Platform Commercial Furniture) Interwar/brick garage – ca 1940 1931 Aerial – structure with a similar building footprint and gabled roofs as extant building From at least 1933 (Sands) – 402-406 is occupied by F W Smith, motor garage 1935 MMBW – one brick and one timber building on the front of the site 1945 aerial – extant buildings evident Brick parapet with brick capping Large openings introduced to façade, much altered Short return at east end intact	
728	Shop (Take shape) Interwar period Prior to 1945 – no. 728 not listed 1945 aerial – site appears vacant 1955 – no. 728 is listed and included in nos 726-730 1968 image (NAA) – originally had a stepped parapet with steel framed hopper windows. Rosmear Engineering Co. P/L, plumber's requisites, occupy the building (Sands) Much altered facade	
750-754	Pair of shops Federation period – by 1914, possibly earlier 1898 – site is possibly occupied by Mrs H Schmidt bakery and occupied by Wm Johnson, baker in 1904 (Sands) 1914 MMBW – extant building footprint evident (timber building) 1916 – site (then no. 373) is listed as vacant Single storey pair with pyramidal/hip roof. Pair of curved parapets and capped piers, altered openings. Relatively early, distinctive form, but partly altered facades	
782	Factory/Head Office (Machinery Forum) Contemporary two storey brick building constructed in 1981 (Yarra Valley sewerage plan). Architect unknown. 1954 – previous factory on subject (782-788) with bluestone buildings 1962 – previous factory on subject site. Auction for 'modern factory, store, offices 1978 aerial - vacant but site configuration suggested Unusual L-shaped plan and form dictated by site configuration which wraps around no. 774. Distinctive undulating façade to the north west and south west corner. Arched entry door and 'lozenge'-shaped window on the east facade	

No.	Details	Image
	Machinery Forum, since 1956 (website) Intact Late 20th century building with distinctive form, and broadly reflective of Brutalist style Good example but less than 40 years old and limited appreciation for this type of architecture	

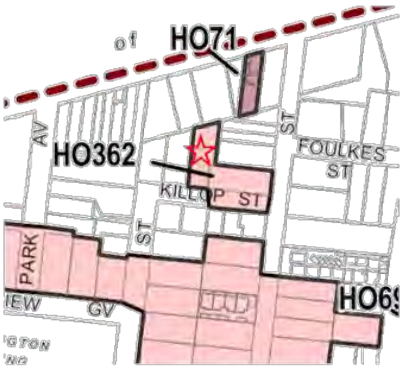
4.5 2 Killop Street, Alphington

2 Killop Street is located in the north end of the Alphington East Precinct Heritage Overlay (HO362). This residential precinct is broadly bound by Lucerne Crescent (to the east), Romer Crescent (to the south) and View Street (to the west), however there are some smaller outlier sections.

2 Killop is located in one of the small peripheral sections of HO362 that also includes 59 Yarralea Street. The latter is a weatherboard-clad bungalow with a distinctive oblong opening to the porch.

The statement of significance for Alphington East Precinct Heritage Overlay (HO362) is as follows:

> **Why is it significant?**
> The precinct is historically and aesthetically significant as a residential enclave, physically contained by the early transport route of Heidelberg Road and the natural barrier of the Yarra River, which was built up in the late Victorian-era and early 20th century as consistent and well preserved house groups in the Italianate, Federation and Californian Bungalow suburban styles, differing to most other parts of the City by their garden setting and deep garden setback. (Criteria A & E)
>
> The precinct is aesthetically significant for the distinctive street layout arising from Manning's early Alphington village subdivision, with its curving base in the form of Roemer Crescent at the Yarra River. (Criterion E)
>
> The precinct is historically significant for the artistic associations of the area as the chosen domain (along with the adjoining Ivanhoe and Heidelberg areas) of many prominent artists and businessmen linked with art and artisan pursuits from the late 19th and early 20th centuries. (Criterion A)



HO362 and 2 Killop Street (star)


2 Killop Street (Nearmap 2019)

2 Killop Street is a single storey house constructed during the late 20th century and consists of a series of rendered cubic forms with a parapet concealing the roof. The colour palette is relatively plain and with teal accents to the trims

and mouldings. The street façade features a curved bay window and a small entrance canopy but is dominated by a double width garage.

To the west at 4 Killop Street is a much altered timber building, probably dating to the Interwar period, which is appropriately not included in the heritage overlay.

The house at 2 Killop Street is an anomaly at the edge of the Alphington East Precinct largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs. Prevailing wall types include weatherboard, face pressed brick and stucco wall cladding. Street facing timber verandahs supported by timber posts are also common.[4] 2 Killop Street was constructed during a latter period and varies greatly in style, form and materials to the graded building stock in the precinct. The building is not related to the significance of the precinct (HO362) and should be omitted.



2 Killop Street – façade/south elevation, included in HO362



4 Killop Street – not included in HO362



59 Yarralea Street – east elevation, included in HO362



59 Yarralea Street – south elevation, included in HO362

4 Statement of Significance, Alphington East Precinct (VHD)

5 BUILT FORM REVIEW

5.1 Introduction

Built form guidelines have been developed for the following five sites, two of which are existing heritage overlays (HO71 + HO421) and three proposed heritage places.

- Porta Factory - 224 Heidelberg Road, Fairfield (HO421)
- House (Valeema) & Tyre Outlet - 358 Heidelberg Road, Fairfield
- Group of 3 Shops - 730-734 Heidelberg Road, Alphington
- Former Butcher Shop - 756-758 Heidelberg Road, Alphington (HO71)
- A Cooper Knitting Manufacturer - 760-764 Heidelberg Road, Alphington

5.2 Porta Factory - 224 Heidelberg Road, Fairfield (HO421)

Existing Conditions

The Porta Factory was constructed during the 1920s. The original roof consists of three narrow, gabled roofs and a tall corniced chimney stack in exposed face brick to the south of the building. On the west face is the word 'PORTA', vertically displayed in cream bricks. The Heidelberg Road façade retains the original stepped parapet and consists of a moulded brick capping and paired corbels. The street level façade has four original window openings with multi-paned timber-framed windows, concrete lintels and moulded brick sills and a single course brick plinth. The east (side) elevation retains an original window and moulded brick sill. Nearby is a small, original dormer roof section.

A sympathetic, narrow brick addition (relating to the vehicular entry) constructed after 1945, has been built to the west of the original building extending past and enclosing the area around the brick chimney. The detailing on the street facing parapet matches that of the original section and also includes a corbelled brick eave to the west end. The façade has a single timber-framed window with matching moulded brick sill and a double timber door with vertical boards and concrete lintel. To the west side is a small skillion roofed addition.

The entire street façade has been painted.

The Porta Factory is included within DDO1-j (Map No. 3DDO) of the Yarra Planning Scheme and part of the site constitutes heritage overlay HO421. The heritage overlay includes a small section of the more recently constructed metal clad building to the west. This section is not considered to have heritage significance.

Recommendations

- Retain original, three narrow gable roofs including dormer roof in the north-west corner,
- Retain brick chimney stack including iron bands,
- Maintain a view/sightline of the original cream brick 'PORTA' sign integrated into the west face of the chimney. The sightline would ideally be from the north-west corner of the site and from Heidelberg Road.
- Generally, retain an open space to the rear of the building to allow interpretation of the original roof forms,
- Retain street facades including original stepped parapet and detailing, openings, concrete lintels, multi-paned timber-framed windows and moulded brick sills. Encourage removal of paint to reveal original face brick finish.
- Maintain visibility of the single window on the east (side) elevation. Retain a 5-metre setback from Heidelberg Road and about a 3-metre separation from the east (side) elevation.
- Retain post-1945 narrow, gable roofed brick addition to the west including parapet, openings, windows and doors, and parapet on the street façade. Allow removal of small skillion-roofed structure on the west side.
- Maintain a 3-metre setback from Heidelberg Road and a 3-metre separation from the west (side) elevation of the post-1945 brick addition.

- Allow the removal of the recently constructed metal clad building to the west



Retain single window, lintel and sill on east elevation

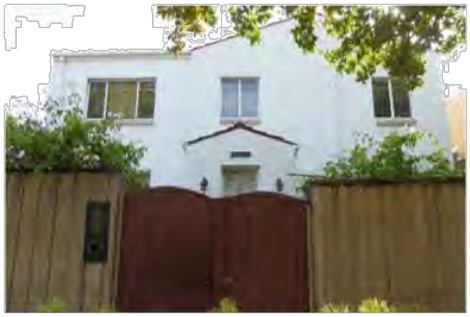

Retain view/sightline of integrated 'PORTA' sign on chimney from the street

5.3 House (Valeema) & Tyre Outlet, 358 Heidelberg Road, Fairfield

Existing Conditions

The two storey L-shaped house was built in two stages and consists of the rectangular east half of the building constructed circa late 1950s, and the subsequent west wing and entry porch. The parts are highly intact and integrated. The strong form of the building is most visible from Panther Place from the south and west, where the gable roofs and blank west wall are most evident. Openings and steel-framed windows on the south and west elevations are original elements.


Panther Place (west elevation) – building form and original openings


Park Crescent (south elevation) – original openings

The single storey tyre outlet building is visible from the intersection of Heidelberg Road and Panther Place. The original parapet roof of the tyre outlet and prominent gable roof of the house are visible. On the north-east corner of the tyre outlet building is a chamfered brick corner with original raised street numbers. The upper section of the brick façade features brick courses in a header configuration and a horizontal, shallow recessed panel on the north façade.

Below this is an original garage opening and rendered concrete lintel. On the west façade of the tyre outlet is an original timber door and two large original steel windows. To the front of the site are the location of the petrol bowers is evident.



Heidelberg Road – original parapet roof, openings, doors and windows of tyre outlet. Original bowser pipes to front of site (indicated).



Heidelberg Road – original roof form of house is visible

Recommendations

House (Valeema)

- Limited opportunity for alterations and additions,
- Retain existing building form including gable roofs and entry portico,
- Retain original glazed roof tiles,
- Retain original openings and steel-framed windows,
- Retain existing pattern of openings and minimal window to wall/ratio, to maintain the bold yet restrained aesthetic of the house.

Tyre outlet

- Limited opportunity for alterations and additions,
- Retain original brick parapet,
- Additions should maintain a 2-metre setback from the edge of the parapet,
- Additions should maintain a 2-metre setback from the north face of the house, ensuring the original roof form remains legible,
- Retain original brick detailing including header and rowlock course configurations, shallow recessed panel and small chamfered brick corner with raised signage to the north-west corner,
- Retain original openings, concrete lintel and timber door and steel framed windows on the west façade,
- Retain indications of bowsers to the front of the site,
- Allow removal of lightweight canopy to the west side,
- Retain original street numbers reading '358' and possibly 'Bridgestone tires' sign,
- Opportunity to extensively glaze-in open parts of the site.

5.4 Group of 3 Shops - 730-734 Heidelberg Road, Alphington

Existing Conditions

The group of three shops maintain intact parapets that are visible from Heidelberg Road. The single storey post office building at no. 730 has an original square pediment and capped brick piers, which have been painted. The original hipped roof to the rear of the parapet is visible from Heidelberg Road. Nos 732 and 734 have original plain parapets

that have also been painted. A narrow walkway between no. 730 and no. 732 enables visibility of the east parapet return of no. 730 and the west parapet return of no. 732. The original red brick walls are also evident.



No. 730 – the original parapet, east return and hipped roof are visible from Heidelberg Road



No. 732 – the original parapet and west return are visible from Heidelberg Road

The shopfront of no. 730 is highly intact and retains the original shopfront and symmetrical configuration. This consists of the original recessed entry floor tiles with pressed metal ceiling above, dark green wall tiles and mouldings to the lower section, copper-finish shopfronts and toplight windows with textured/patterned glass.

Nos 732 and 734 retain original shopfronts bearing the name of the manufacturer (Duff) however these have been overpainted. A section of the original horizontal moulding to the west end of no. 732 also survives.



No. 730 – original shopfront



No. 730 – original section of roof visible from Heidelberg Road indicated by the dotted line. Visible parapet returns of nos 730 and 732 indicated by the red arrows
(Source: Nearmap)

Recommendations

General

- Retain brick parapets. Encourage paint removal to expose original red brick,
- Retain walkway/separation to front between no. 730 and no. 732 to maintain visibility of the east parapet return of no. 730 and the west parapet return of no. 732. Allow removal/replacement of the brick wall and door leading to the walkway.
- Retain original canopies.

No. 730

- Maintain original gable roof form and visibility from Heidelberg Road. Additions to the first floor and above should retain a 6-metre setback from the street parapet,
- Retain original shopfront configuration and finishes including recessed entry, original floor tiles, pressed metal ceiling, wall tiles and mouldings, copper finish shopfronts and toplight windows with translucent glass.

Nos 732 and 734

- Additions to the first floor and above should retain a 6-metre setback from the street parapet,
- Retain original shopfront joinery. Encourage removal of paint to expose original finishes.

5.5 Former Butcher Shop, 756-758 Heidelberg Road, Alphington (HO71)

Existing Conditions

The two storey building was constructed circa 1860 and is the oldest surviving commercial building of the Alphington Village. The former Butcher Shop has original basalt walls (now overpainted), hipped roof form, rendered moulded parapet, three semi-circular arched windows with brick dressings and keystones to the first level street façade, and a single window with brick dressings to the west (side) elevation.

The building is located at the west end of Heidelberg Road and has a prominent street presence. This is partly due to the low scale massing of the adjacent buildings. The street façade, original parapet and hipped roof are widely visible from the street and the west (side) elevation remains exposed.



The entire west (side) elevation of the former Butcher Shop (HO71) remains exposed



The prominence of the former Butcher Shop (HO71) is evident from the intersection of Heidelberg Road and Yarralea Street (Source: googlemaps)

Recommendations

- Retain form and visibility of the original hipped roof.
- Retain original basalt walls and plinth. Encourage removal of paint to reveal basalt and brick.
- Retain two storey street façade including three arched openings and timber-framed windows to the first floor with brick dressings and keystones, and moulded parapet and cornice.
- Retain single arched opening and timber-framed window to the first floor of the western (side) elevation.
- A maximum of three storeys to the rear to retain the prominence of the subject building.
- Maintain a minimum 3-metre separation from the west (side) elevation to enable visibility of the original basalt wall and window opening, and legibility of the original building form.
- Retain shopfront wall tiles (contributory element) and encourage removal of paint to expose original finishes.

5.6 A Cooper Knitting Manufacturer, 760-764 Heidelberg Road, Alphington

Existing Conditions

The former factory building is located adjacent to the former Butcher Shop (HO71), in the south-west corner of the intersection of Heidelberg Road and Yarralea Street. The original brick parapet of the former factory building has been painted and consists of capped brick piers and small sections of roughcast render. Sections of original soldier course detailing have been retained below the parapet edge.

A remnant section of an early brick wall to the front of the site is visible from Yarralea Street. The original eastern plane of the narrow, gable roof beyond is also visible from street level.



The original form is visible from the intersection of Heidelberg Road and Yarralea Street



Original roof form and openings along Yarralea Street

The Heidelberg Road façade retains the original chamfered entrance in the north-east corner, three original window openings and timber frames to the east and west window. An original moulding at the west end also survives. The Yarralea Street façade retains original concrete lintels and door and window openings, although three windows at the south end have been truncated and glass bricks added. The timber windows and doors are either original or early additions.



Retain eastern plane of narrow, gable roof
(Source: Nearmap)



Encourage removal of paint and fixed rendered panels on parapet

Recommendations

- Retain original form of parapet and brick detailing,
- Encourage removal of paint on brick walls and parapet to reveal earlier finishes. Encourage removal of non-original panels on parapet,
- Maintain a 6-metre setback from Heidelberg Road,

- Retain front gable roof section,
- Retain the eastern plane of the long, gable roof along Yarralea Street,
- A maximum of three storeys to the rear of the building to retain the prominence of the former Butcher Shop, adjacent to the subject site,
- Maintain street facades including the chamfered entrance, original concrete lintels, openings, timber windows, timber shopfront frames and mouldings, and concrete lintels on the street facades,
- Retain shop canopy,
- Allow the removal/modification of buildings to the west half of the site that are not visible from the road.

APPENDIX A - HO71 Citation

FORMER BUTCHER SHOP (HO71)

Address	756-758 Heidelberg Road, Alphington
Significance	Local
Construction Dates	c. 1860
Period	Early Victorian
Date Inspected	2019



Statement of Significance

What is Significant?
The two storey Former Butcher Shop at 756-758 Heidelberg Road, Alphington, constructed circa 1860. Significant aspects include the basalt walls, both front and side elevations (now overpainted), hipped roof, rendered moulded parapet, three semi-circular arched windows to the upper level façade with basalt sills, brick quoining and keystones, and a single window with basalt sill and brick quoining to the west side.

The tiling to the shop front (now overpainted) dates to the early 20th century and is a contributory element. The canopy dates to the mid-20th century and is also a contributory element.

How is it Significant?
The Former Butcher Shop at 756-758 Heidelberg Road, Alphington, is of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
The Former Butcher Shop is of historical significance as the oldest surviving commercial building of the original Alphington Village, established in the 1850s and 1860s. The village was a small enclave along the main road and served as a stopping point

en-route to Heidelberg. The building was occupied by a succession of butchers from the 1860s to the early 1930s. (Criterion A)

The Former Butcher Shop is of aesthetic significance as a largely intact (apart from the shop front) early-Victorian period commercial building of basalt construction. The building is designed in the Regency style and features a well-composed, symmetrical façade of elegant proportions with pronounced classical detailing such as quoining and keystones (in light of much contemporary architecture). The building demonstrates restrained classical detailing largely in basalt - walls of rock-faced ashlar blocks contrasting with plain-faced (smooth) elements (prominent keystones, sills and the moulded parapet), in combination with brick (possibly cream) quoining to the windows. (Criterion E)

Description

The building at 756-758 Heidelberg Road, Alphington, is a two-storey building with predominantly basalt walls designed in the Regency style. The façade is symmetrically composed and consists of a basalt plinth, three arched windows at first floor and a prominent moulded parapet and cornice that conceals a metal-clad hipped roof.

The Regency style refers to the era in the early 19th century when George IV was Prince Regent and is stylistically characterised by a simplified and restrained elegance. Facades were symmetrically composed and typically consisted of a parapet concealing the roof beyond. This is evident in the balanced arrangement of arched openings and prominent moulded cornice. While stucco was the main material, external masonry walls were often finished in face brickwork with refined and subtle brick detailing. This is reflected in the subtle projections of brick quoining to the windows and outer edges of the facade and visual contrast of brick (possibly cream) and basalt.



Symmetrical first floor features three original arched windows



Shop front

The first floor windows are intact and feature brick quoining, keystones and projecting basalt sills with a smooth finish that contrasts with the rough basalt wall. Projecting keystones and expressed basalt quoining to the edges of the façade, demonstrate a restrained elegance indicative of the Regency style.

The west (side) elevation is exposed and features a single segmental arched window with brick quoining and smooth basalt sill. The timber sash windows are not original however are consistent with the aesthetic of the building. The façade, including the basalt parapet and side elevations have been painted, however it is likely the brick quoining to the windows was originally cream coloured.

The shop front of the subject building has undergone substantial alterations, probably multiple times. The entrance is off centre and there are large timber-framed windows to either side. The lower part of the wall consists of overpainted tiles dating from the early 20th century and the upper section has been rendered. A cantilevered canopy dating from the mid-20th century has replaced the earlier verandah.



View from east



West elevation

Possible Architect

Given the refinement of the façade, it is likely the subject building was architect designed. The possible application of cream brick quoining to windows and doors is a stylistic device evident in the work of prominent Melbourne architects, Crouch and Wilson. The practice was responsible for the design of a number of noted buildings during the Victorian period, including 12 Jolimont Terrace in East Melbourne constructed in 1868. The two storey basalt residence is similar to that of the former Butcher Shop and consists of cream brick quoining and lintels to windows and doors.

The partnership of Crouch & Wilson was formed in 1858 by Thomas James Crouch (1832-89) and Ralph Wilson. Crouch was born in Hobart and was trained by Alexander Dawson. In 1852 he moved to Melbourne and in 1859 formed a partnership with Ralph Wilson. Due to Crouch's Wesleyan background, the practice was engaged to design some 40 churches throughout Victoria, Tasmania and New Zealand. They are particularly noted for their use of brickwork, both polychrome and in combination with basalt.[5]

History

The subject site formed part of Crown Portion 120, Parish of Jika Jika, comprised of 122 acres purchased by Sydney based merchant Charles William Roemer in 1840.[6] In 1852, the property was acquired by Charles Montagu Manning (Solicitor General of Sydney) who saw potential for establishing a resting place on the way to Heidelberg. Manning subdivided the land into 130 lots of varying sizes, including provision for shops on both sides of Heidelberg Road.[7] From 1853, lots from the 'Alphington Estate' were being offered for sale.[8]

> This fine estate is about three miles from Melbourne, on the high road to Heidelberg. It contains 122 acres of land, subdivided into lots to suit purchasers; and is particularly well adapted for market gardens, villas, etc.[9]

The land was slow to sell however, with only 16 sales by the end of 1856.[10] The map below shows that by 1855 a few buildings had been constructed in Alphington either side of Heidelberg Road. Amongst the earliest buildings were a general store with post office, the Wesleyan Chapel (extant) in Darebin, a bakery, a butcher (subject site) and at least two hotels.[11]

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5 Elva Errey, 'Victorian Architectural Ornament 1880-1920', Melbourne University 1972, p332
6 Roemer also purchased other land in the Port Phillip District, totalling 847 acres (343 hectares) - A F Pike, 'Charles William Roemer 1799-1874', Australian Dictionary of Biography
7 Andrew Lemon, *The Northcote Side of the River*, 1983, p48
8 The Alphington Estate was named after Alphington (near Exeter) in Devonshire, England, the birthplace of Charles Montagu Manning. *The Argus*, 5 April 1854, p9.
9 *The Argus*, 8 August 1853, p8
10 A Lemon, *The Northcote Side of the River*, p48
11 A Lemon, *The Northcote Side of the River*, p48



'Melbourne and its suburbs' (compiled by James Kearney, 1855).
Map dated 1855 showing a section of Heidelberg Road in Fairfield and Alphington. The map shows Heidelberg Road largely undeveloped, apart from three buildings (indicated) in the vicinity of the subject site.
(Source: State Library of Victoria)

Land containing the subject site was purchased by John Mason in 1855. The extant two storey basalt building was constructed in the late 1850s or early 1860s. By 1863 it was owned and occupied by the butcher Thomas King(s), and there was a slaughter house and yards to the east.[12] It appears that King also worked as a baker for a period during the 1860s.[13] During the 1860s, King placed various advertisements for staff in the newspaper, including for 'a steady man as butcher' (February 1863), 'a young lad that can kill and dress sheep' (March 1865), and 'a steady baker' (April 1865).[14] The building is said to have undergone improvements in 1865 and in 1868.[15]



Plan of the subject site in 1887 (Heidelberg Road is at right). Hatching indicates the location of buildings.
(Source: Certificate of Title, Vol. 1886 Fol. 194)

12 Graeme Butler, *City of Northcote Urban Conservation Study*, 1982 (Building Reference Number: 49)
13 *The Argus*, 25 April 1865, p1; Sands and McDougall's Street Directories 1866+1867
14 *The Argus*, 3 February 1863, p1 (the reference to 'J' C King in the advertisement appears to be in error); *The Argus*, 8 March 1865, p1; *The Argus*, 25 April 1865, p1.
15 Graeme Butler, *City of Northcote Urban Conservation Study*, 1982 (Building Reference Number: 49)

Around 1879, the subject site was purchased by John Woolcock, butcher of Johnston Street Collingwood[16] - the Torrens title was obtained by Woolcock in 1887.[17] The 1887 title plan shows a building at the front of the site in the location of the subject building, as well as buildings on the east boundary and a building at the rear on the west boundary.

It appears that John Woolcock occupied the building for several years following the purchase. John Woolcock died in 1912, and the property was retained by members of the Woolcock family until 1959, after which time there have been various owners.[18]

From about 1890 to the early 1930s, the shop was leased to various butchers, including Ferrar Phillips (c.1890-1904), Charles W Phillips (1905-1912), Frederick R Vizard (1913-1915), Alfred Helm (1917-1919), and A E Wortley (1920-c.1930). After this time, the use of the site changed – in the 1930s and 1940s it was occupied by fruiterers, first William Eldridge and later L Buffington, and from the 1950s to the 1970s by confectioners including S C Gailey, S Brown, B Gaynor, I S Martin and K Papas.[19]

The MMBW plan of 1914 shows the footprints of the buildings at the subject site at that time. The extant basalt building is shown with a front verandah and additional masonry and timber sections attached behind (probably single storey, now removed). Large timber buildings and a covered area are shown in the rear yard, with access from Heidelberg Road provided on the west side of the site. The building footprints are consistent with those in the 1945 aerial photograph.



MMBW Detail Plan No. 1318, dated 1914
(Source: State Library of Victoria)

16 Graeme Butler, *City of Northcote Urban Conservation Study*, 1982 (Building Reference Number: 49)
17 Certificate of Title, Vol. 1886 Fol. 194
18 Certificate of Title Vol. 5698 Fol. 563
19 Sands and McDougall's Street Directories



Aerial photograph dated December 1945
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523)



Photograph dated 1982
(Source: Darebin Archives LHRN3652)

By the 1980s, the front verandah had been replaced with a cantilevered canopy and the basalt walls had been painted. Between 2013 and 2016, the rear part of the site behind the basalt building was redeveloped.

Comparative Analysis

Details of most of the buildings dating to the 1850s and 1860s with an individual heritage overlay in the City of Yarra are summarised in the following table. Several are constructed in basalt with others being of brick and timber. Only a few display the influence of the Regency style, primarily HO183 + HO121 (both houses), or have some classicising detailing. The main shop buildings on Victoria Street, Abbotsford (Nos 295+511) are less articulated examples. In light of this, it can be said that the subject building is a rare and distinguished example of its type in the muncipality.

HO	Name & Address	Date	Details
HO3 (VHR H654)	Former Grosvenor Common School 2 Bond Street, Abbotsford	1863	Two storey brick with some basalt to ground floor
HO227	House 6 Bosisto Street, Richmond	1858	Single storey basalt, coursed and quarry faced, cornice and parapet. Some Regency style influence
HO102	House 10-16 Derby Street, Collingwood	1868-69	Two storey bi-chrome brick, rendered cornice/parapet
HO13	House 13 Grosvenor Street, Abbotsford	1867	Single storey brick cottage, gable roof
HO14	House 19 Grosvenor Street, Abbotsford	Pre-1864	Single storey timber cottage, gable roof
HO268	Roeberry House 3 Hull Street, Richmond	1861	Two storey rendered stone with some classicising detailing
HO270	House 72 Kent Street, Richmond	1865	Single storey basalt cottage, gable roof Later verandah detailing
HO27	House 233 Langridge Street, Richmond	Pre-1870	Single storey brick, hipped roof, symmetrical Has some Italianate detailing including cornice
HO275	Warehouse 41 Madden Grove, Richmond	Circa 1860s (?)	Single storey basalt with red and cream brick detailing
HO115	Houses x2 12 Napoleon Street, Collingwood	Pre-1858 (?)	Single storey basalt, rendered façade, hipped roof
HO38	Houses x2 39 Nicholson Street, Abbotsford	1868-69	Part single, part two storey basalt with rendered façade, gable roofs
HO183 (VHR H172)	Royal Terrace 50-68 Nicholson street, Fitzroy	Circa 1860	Three storey, Regency style – basalt and render
HO121	Houses 37 Oxford Street, Collingwood	1869	Two storey brick, brown brick with cream brick quoining + dressings, concealed roof. Regency style
HO122	Houses 39-41 Oxford Street, Collingwood	Pre-1858	Pair of single, storey timber cottages with gable roofs
HO56	Shop 295 Victoria Street, Abbotsford	1868	Two storey, rendered masonry corner building with parapet concealing roof, limited detailing
HO61	Shop 511 Victoria Street, Abbotsford	1860	Two storey, red-brown brick corner building, with rendered parapet concealing roof, limited detailing

Condition
Good

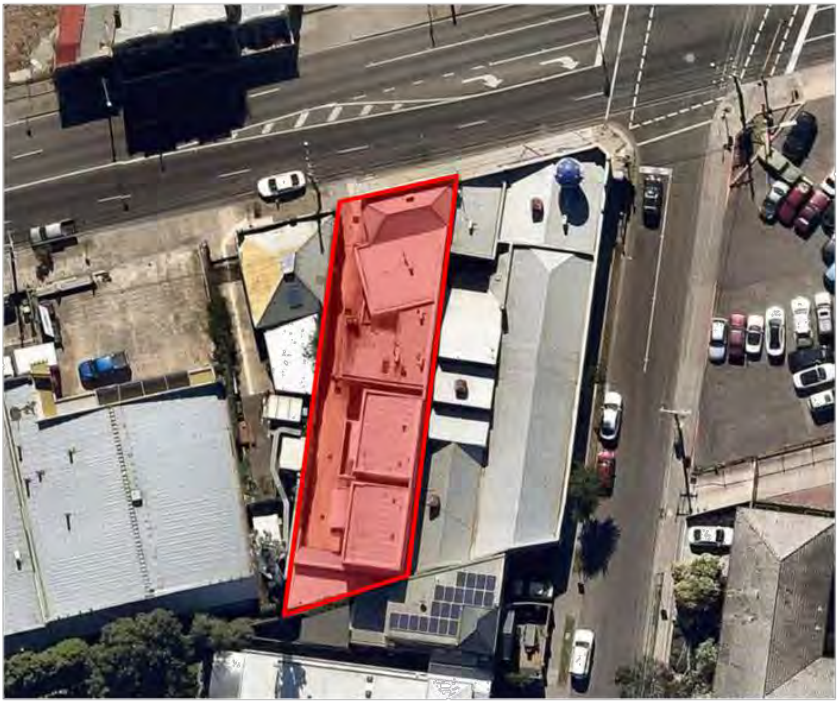
Integrity
Largely intact

Previous Assessment
City of Northcote Urban Conservation Study (Graeme Butler, 1982) – Recommended for state and local listing.
City of Yarra Heritage Review (Allom Lovell and Associates, 1998) – Graded 'B'[20] and recommended for heritage overlay controls

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay
The proposed extent of the heritage overlay would be to maintain the current heritage overlay (HO71) as indicated.



Recommended extent of Heritage Overlay
(Source: Nearmap, April 2019)

20 Three gradings were used in the study: 'A' (primary significance – state level), 'B' (primary significance – local level) and 'C' (contributory significance – local level)

Attachment 4 - Attachment 4 - Heidelberg Road Heritage Review Stage 1

APPENDIX B – Data Sheets

No.	Address	Name
1	358 Heidelberg Road, Fairfield	House (*Valeema*) & Tyre Outlet
2	460 Heidelberg Road, Fairfield	Duncan Rubber Co. Showroom & Warehouse
3	730-734 Heidelberg Road, Alphington	Group of 3 shops
4	760-764 Heidelberg Road, Alphington	A Cooper Knitting Manufacturer
5	774 Heidelberg Road, Alphington	Former Ampol Service station

HOUSE (VALEEMA) & TYRE OUTLET

Address 358 Heidelberg Road, Fairfield

Previous Assessment N/A



1945 aerial showing earlier timber buildings on the subject site (Source: Landata)



Nearmap 2019

History

- In 1935 several timber framed buildings (probably a house and outbuildings) were located on the subject site. At that stage Panther Place was known as Bond Street. In 1938 no. 358 was occupied by Miss A R Williams, confectioner.[1]
- In 1945 several structures are apparent on the site however the extant buildings are not evident.[2]
- In 1945 no. 358 was occupied Mrs E F Chappel and in 1950 was occupied by Chas H Chappell.[3] The garage is not listed in 1950.
- By 1955 no. 358 had two listings - Lincoln Tyre Service, motor tyres and Mrs E Z Chappell.[4]
- The extant house and tyre outlet were constructed in stages. It is likely the first part of the house and tyre service were constructed during this period.
- A 1956 aerial[5] shows part of the extant house to the south of the site and part of the extant tyre outlet to the north of the site.
- In 1960 no. 358 is listed as Fairfield Tyre Service. R A Cutts is also listed as occupying the site.[6]
- Alterations: A western wing and entrance gable have been added to the house and the tyre outlet may have been extended to the south. Painted signage has been added to the street facades of the tyre outlet.

1 Sands & McDougall directory, 1938
2 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59529
3 Sands & McDougall directory, 1945-1950
4 Sands & McDougall directory, 1955
5 1956 Feb - Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146
6 Sands & McDougall directory, 1960



Panther Street (west) elevation



House – Park Crescent (primary) façade
Junction between original (right) and additions (left)



Tyre outlet



Tyre outlet

Description

- No. 358 is located at the intersection of Heidelberg Road and Panther Place. A two storey Post-WWII period dwelling with an L-shaped footprint is located to the south of the site with frontages to Panther Place and Park Crescent. The painted brick building is indicative of the period with its uncomplicated form and consists of two low-pitched intersecting gable roofs and a single storey entrance gable on the Park Crescent façade with a small sign 'Valeema.'[7] Original elements such as the steel windows and glazed roof tiles remain.
- It is likely that the house was built in two stages as discerned by the slightly different colour tiling to the roof sections (west wing and entry porch) and a break in the brickwork.
- A single storey garage/tyre outlet adjoins the dwelling to the north. The brick building is largely rectangular in footprint, with a chamfered north-west corner. The brick walls and parapet roof have been painted. Large steel framed windows and roller door openings are located on the north and west facades. A brick flange at the north-east corner accommodates a street number (probably original). awning/carport extends from the south end of the west façade.
- A frame mounted 'Bridgestone tires' sign has been installed on the roof (possibly at an early stage). Original bowser pipes remain to the front of the site.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- No ready comparison for this combination.

7 The derivation of the name is uncertain, possibly an adaptation of Walima – banquet part of traditional Islamic wedding.

- 28-30 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not significant. Basic brick garage constructed in 1960s-70s.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	The two storey brick house and tyre outlet are representative of the Post-WWII period activity along the Heidelberg Road, which has long been a major thoroughfare with pockets of commercial/industrial development.
E	Aesthetic	Intact and unusual example of a combined house and adjoining tyre outlet on a prominent corner site, probably built in stages during the 1950s.

Recommendations

It is considered that the place has strong potential to meet the threshold for local significance and is recommended for further assessment during Stage 2.

DUNCAN RUBBER CO. SHOWROOM & WAREHOUSE

Address 460 Heidelberg Road, Fairfield

Previous Assessment N/A



1945 aerial showing earlier buildings on the subject site
(Source: Landata)



1978 aerial showing the extant building
(Source: Landata)

History

- In 1945 the site was occupied by three small buildings with verandahs along Heidelberg Road, and larger rectangular sections with chimneys to the rear.[1]
- From 1945 to 1950, nos 460-464 (the subject site) was occupied by various individuals and retail shops. In 1945 Mrs L A Crocker, fruiterer is listed at no. 460 and Mrs S Connor, a grocer, is listed at no. 464. In 1950 T Robbins occupied a factory situated at no. 464 and rubber goods manufacturer, Duncan Rubber Co. occupied no. 462.
- From 1955 to 1965 nos. 460-464 (the subject site) was occupied solely by rubber goods manufacturers, Duncan Rubber Co Py Ltd.[2] The site appears vacant in a 1956 aerial of the site,[3] and it is likely the extant building was constructed soon after for the company.
- The extant building is evident in a 1978 aerial.[4]
- Alterations: The original materials have been painted and tile cladding has been added to the chamfered corner entry at street level.

1 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523
2 Sands & McDougall directory, 1955-1965
3 1956 Feb - Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146
4 1978 Apr - Landata, Western Port Foreshores, Proj. No. 1716, Run 3, Frame 105



Heidelberg Road (north) elevation


Arthur Street (east) elevation


Sawtooth roof forms from Heidelberg Road


Steel framed windows on the Arthur Street (east) facade

Description

- The two storey brick building is located at the intersection of Heidelberg Road and Arthur Street and is currently occupied by a tile company. The entrance to the building is located on a chamfered corner to the north-east edge of the site. The Heidelberg Road facade has a brick sections at either end with a partial return to Arthur Street.
- The Heidelberg Road façade is divided into four bays by a series of steel girders. The ground floor features four large rectangular windows while the first floor consists of four large tripartite timber windows with wide mullions. Unusually horizontal timber board cladding spans between the steel girders. The chamfered corner is articulated in a similar manner.
- The original cream brick colour employed to the street elevations has been recently painted (evident on Google streetview). Original openings with multi-paned steel framed windows and brick sills remain at ground and first floor level and prominent rainwater heads are recessed at street level. The rear (south) façade retains the original red brick facade and cream brick quoining to the south west corner of the building.
- The sawtooth roofs are highly visible and highlight the function of the building, and is unusual in this largely suburban context.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- Few buildings of the Post WWII period are probably noted as contributory but several are located in precincts whose significance relates to earlier periods (Victorian, Federation and Interwar).
- An example at 409-429 Gore Street, Fitzroy (part of HO334, South Fitzroy Precinct). Not contributory. Two storey, brick factory, now painted also, constructed during 1960s. It has long banks of metal framed windows and recessed glazed entry.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Post-WW II period and the expansion of commercial development in the Heidelberg Road area during the 1950s.
E	Aesthetic	Intact example of a two-storey Postwar period factory built on a prominent corner site with sawtooth roof forms. The brick building is distinguished by the expression of steel girders, large expanses of glazing and combination of materials including timber boards. Original openings, timber and steel windows remain intact.

Recommendations

It is considered that the place has potential to meet the threshold for local significance and could be further assessed during Stage 2.

GROUP OF 3 SHOPS

Address 730-734 Heidelberg Road, Alphington

Previous Assessment N/A



1945 Aerial
(Source Landata)



Nearmap 2019

History

- In 1933 the subject site at nos 730-734 was vacant.[1]
- In 1933, nos 730-734 were listed as occupied.[2] This includes R Nickless, fruiterer at no. 730 and E J March, bootmaker at no. 734.
- The extant buildings at nos 730-734 appear in a 1945 aerial.[3] A hipped gable roof is situated to the front of the three sites with narrower buildings and minor structures to the south of no. 732 and 734.
- By 1968, the Alphington Post Office was located no. 730.[4] The building continues to operate as a Post Office.



Heidelberg Road elevation – no. 734 (left) and no. 732 (right)



Heidelberg Road elevation – no. 730 (left) and no. 728 (right)

1 MMBW Plan 116, dated ca 1933
2 Sands & McDougall directory, 1933
3 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523
4 National Archives of Australia, 1968



1968 Heidelberg Road elevation – no. 730 (Alphington Post Office) (Source: NAA)





Shopfront – no. 730

Description

- The group of three Interwar period shops at nos 730-734 Heidelberg Road are each located on a narrow allotment.
- Nos 732-734 are a single storey brick pair of shops with a plain parapet that conceals two metal clad hipped gable roofs. To the rear of no. 732 is a narrow outbuilding and a timber shed. The two structures appear in a in a 1945 aerial and are possibly original.

  The street facades are identical and for the most part retain original shopfronts. The badge of the manufacturer (Duff) survives on each shopfront however these have been overpainted. The configuration of the shopfronts and detailing of the parapet is typical of the Interwar period and despite having been painted, are intact.
- No. 730 is single storey brick building and is more elaborate than nos. 732-734. The stepped parapet features a square pediment and capped brick piers at either end. The original configuration of the shopfront remains and features a central recessed tiled entry with pressed metal ceiling, copper-finish shopfronts and dark green tiles and mouldings to the lower section.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- Interwar period shops have probably not been well assessed in some precincts if the period of significance relates primarily to earlier periods, Victorian and Federation.
- 207 Bridge Road, Richmond (part of HO310, Bridge Road Precinct). Not contributory. Single storey brick shop constructed in 1930. Altered shopfront though Roman brown brick pier intact.
- 160 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not contributory. Single storey brick, paired shops with stepped parapet and recessed shopfronts. Largely intact.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Interwar period and the expansion of commercial development in the Heidelberg Road area.
E	Aesthetic	Intact group of single-storey Interwar period buildings. The brick buildings feature original parapets and intact shopfronts.

Recommendations

It is considered that the place has strong potential to meet the threshold for local significance and is recommended for further assessment during Stage 2.

A COOPER KNITTING MANUFACTURER

Address 760-764 Heidelberg Road, Alphington

Previous Assessment N/A



1945 Aerial



Nearmap, 2019

History

- In 1914 the subject site at the intersection of Heidelberg Road and Yarra Street (now Yarralea Street) was occupied by timber-framed structures with a frontage to Heidelberg Road.[1] Smaller timber structures were situated to the middle of the site.
- Mrs Mary Kennedy, grocer, occupied no. 383 (the subject site) from at least 1916 to 1921.[2]
- Various occupants are listed as occupying no. 383 during the 1920s – early 1930s. In 1922, no. 383 is occupied by Ryan James, hairdresser and tobacconist. The building later functions as a billiard saloon from 1925-1931.[3]
- The timber structures remained on the site until at least 1933.[4] (At this stage Yarra Street had been renamed Sutton Street however Street Directories maintain Yarra Street until 1942 at which stage it is renamed Yarralea Street).
- In 1933, no. 383 was renumbered as nos 760-764. No. 760 was listed as vacant while no. 762 and no. 764 were occupied by D Nicholson, hairdresser and J Harris, billiard saloon.[5] In 1935 no. 760 was occupied by F Fletcher, boot repairer, no. 762 was listed as vacant and no. 764 was occupied by D Nicholson, hairdresser.[6]
- A Cooper, knitted goods manufacturer occupied no. 764 in 1938 and 1945[7] for who the extant building was probably constructed.
- The extant building, with the exception of a few minor structures to the west of the site is evident in a 1945 aerial of the site.[8] The site consisted of small gabled roof forms to the north of the site with narrower gabled roof forms to the rear.
- Alterations: The central window on the Heidelberg Road façade has been modified and the original façade has been repainted. Rendered panels have been added to the parapet. The southern windows on the east elevation have been truncated in height.

1 MMBW Detail Plan 1318, dated 1914
2 Sands & McDougall directory, 1919-1921
3 Sands & McDougall directory, 1925-1931
4 MMBW Plan 116, dated ca 1933
5 Sands & McDougall directory, 1933
6 Sands & McDougall directory, 1935
7 Sands & McDougall directory, 1938, 1945
8 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523



Heidelberg Road (north) elevation


1982 image – showing original parapet detailing


Yarralea Street (east) elevation



Yarralea Street (east) elevation

Description

- The single storey brick building is located on the corner of Heidelberg Road and Yarralea Street. The entrance is located on a chamfered north-east corner.
- The building consists of diverse roof sections indicating some staged construction on the site and typically clad with metal sheeting.
- A brick parapet features on the Heidelberg Road facade with a partial return to Yarralea Street. The parapet consists of capped brick piers that extend through the parapet and small sections of roughcast render. Original contrasting brick elements such as soldier course detailing below the parapet edge has been painted. The south and east facades are relatively plain.
- Concrete lintels and the original pattern of openings remain on the street facades and the outermost windows on the Heidelberg façade retain their original timber mouldings. The north end of the Yarralea Street façade features original timber windows with brick sills. Further south glass bricks have been introduced into the truncated openings.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- Interwar period factories/warehouses have probably not been well assessed in some precincts if the period of significance relates primarily to earlier periods, Victorian and Federation.
- 33 Spensley Street, Clifton Hill (part of HO316, Clifton Hill East Heritage Overlay). Not significant. Brick factory/warehouse, now units constructed in 1925. Façade largely intact.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Interwar period and commercial development in the Heidelberg Road area during the late 1930s.
E	Aesthetic	Intact example of a single-storey Interwar period building built on a prominent corner site. The brick building is distinguished by its parapet and projecting piers, and articulated with a combination of smooth and rough cast render. Original pattern of openings remains intact with some change to the windows.

Recommendations

It is considered that the place has strong potential to meet the threshold for local significance and is recommended for further assessment during Stage 2.

FORMER AMPOL SERVICE STATION

Address 774-780 Heidelberg Road, Alphington

Previous Assessment N/A



1978 Aerial



Nearmap, 2019

History

- In 1933[1] several timber-framed structures were located on the subject site and by 1945[2] multiple structures were evident on the site. Some of the structures are visible in 1954.[3]
- In 1955, no. 774 is not listed.
- In 1956 several structures were situated on the east half of the site while the remainder of the site consisted of a large grassed area. The extant building is not evident.[4]
- In 1960 Richardson & Kirwan Py Ltd operated a 'used trucks' business from the site [5]
- In 1965 no. 778 is listed as Ampol Service Station.
- The subject building is evident in a 1978 aerial of the site.[6] The roof form is slightly different from the existing roof however the building footprint is the same. The entire site appeared to be paved.

1 MMBW Plan 116, dated ca 1933
2 1945 Dec - Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523
3 1954 Mar - Landata, Melbourne and Metropolitan Project No. 3, Proj. No. 174, Run 19, Frame 42
4 1956 Feb - Landata, Melbourne Outer Suburbs Project, Pro. No. 250, Run 13, Frame 146
5 Sands & McDougall directory, 1960
6 1978 Apr - Landata, Western Port Foreshores, Proj. No. 1716, Run 3, Frame 105



Yarralea Street (west) elevation



Heidelberg Road - west wing



Heidelberg Road – east end



Signage in north-west corner

Description

- The single storey Postwar service station is located on the corner of Heidelberg Road and Yarralea Street. The building is located to the rear south-east corner of the site and comprises an east and a west wing. A sign, whose frame is probably original, is located in the north-west corner of the site while the remainder of the site is concreted.
- The skillion roof forms are a distinctive feature of the building. The west wing consists of a metal-clad roof and external wall that 'wraps' around the building while the east wing consists of a cantilevered roof supported on thin columns, forming a carport. The north facades have a combination of infill panelling and glazing.
- The original brick wall on the south facade remains however some openings have been modified.
- Condition: poor ☐ fair ☐ **good** ☒
- Intactness: poor ☐ fair ☐ **good** ☒

Comparative

- It seems no service station has been identified as contributory to a precinct, or individually significant, in the municipality. This may be the most intact, relatively early example.
- 206-208 Johnston Street, Fitzroy (part of HO334, South Fitzroy Precinct). Not contributory. Had been a similar type but altered/rebuilt.
- 786-794 Nicholson Street, Fitzroy North (part of HO327, North Fitzroy Precinct). Not contributory. Similar scale/type which may be (partly) intact.

HERCON Criteria

Criterion	Detail	Applicability
A	Historical	Representative of the Postwar period and the expansion of commercial development in the Heidelberg area during the early 1960s.
E	Aesthetic	Intact example of a Postwar period service station built on a prominent corner site. The building is distinguished by its skillion roof forms which are evocative of the period.

Recommendations

It is considered that the place has potential to meet the threshold for local significance and could be assessed during Stage 2.



No.760-764



No. 730-734

Heidelberg Road Heritage Review (Stage 2)
2019

Stage 2 Report (recommendations & citations for proposed heritage overlays)

City of Yarra

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Attachment 5 - Attachment 5 - Heidelberg Road Heritage Review Stage 2

1 INTRODUCTION

1.1 Overview

This report, the *Heidelberg Road Heritage Review 2019*, has been prepared by RBA Architects + Conservation Consultants for the City of Yarra.

It provides recommendations and citations for the following three proposed heritage overlays within the Commercial 1 and Commercial 2 Zones along (the south side of) Heidelberg Road between the Merri and Darebin creeks.

- No. 358 – House *(Valeema)* & Service Centre
- No. 730-734 – Group of 3 shops
- No. 760-764 – A. Cooper Knitting Factory (Former)

In addition, an overview of the development along Heidelberg Road has been prepared to assist with the preparation of the citations and the attribution of significance.

1.2 Location

The study area primarily relates to the commercial zones along the south side of Heidelberg Road and extends across parts of the suburbs of Fairfield (western part) and Alphington (eastern part).



Map No. 3HO
Existing HO421 (Porta)
Western part of study area (Commercial 1 and 2 Zones) shown in green



Map No. 4HO showing existing HO71 and 2 Killop Street, Alphington (identified with a star, part of HO362)
Eastern part of study area (Commercial 1 and 2 Zones) is shown in green

1.3 Background

Previous Heritage Studies

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8, prepared by Graeme Butler and Associated, revised May 2017
- City of Yarra Heritage Review, Thematic History Volume 1, prepared by Allom Lovell & Associates, July 1998
- City of Northcote Urban Conservation Study prepared by Graeme Butler, revised February 1983

Existing Listings

There are three sites in the study area listed in the Schedule to the Heritage Overlay:

- HO421 – Porta factory, Heidelberg Road, 224 Heidelberg Road.
- HO70 – Australian Paper Mills Boiler House, 626 Heidelberg Road.
- HO71 – Shops, 756-758 Heidelberg Road – basalt building constructed circa 1860. Existing citation was reviewed in Stage 1.

1.4 Acknowledgements

The authors are grateful for the assistance provided by the City of Yarra officers.

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking this phase of Heidelberg Road Heritage Review (stage 2) was in accordance with the processes and criteria outlined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, known as the *Burra Charter* (Australia ICOMOS, 2013). The key tasks included:

- Site inspections - largely limited to a visual assessment of each property from the perimeter.
- Historical research and analysis of the extant fabric in relation to documentary evidence.
- Preparation of a physical description.
- Assessment of the significance of each site based on the research and the extant fabric.
- Preparation of citations (statement of significance, history and description) for those places warranting heritage protection, with reference to the relevant HERCON criteria.

2.2 Research

A combination of primary and secondary sources were consulted as follows.

Primary sources were mainly employed and have included:

- Photographs, including aerial photographs, held by:
  - Landata (aerial),
  - Darebin Archives,
  - National Archives of Australia (NAA),
  - State Library of Victoria (SLV),
  - University of Melbourne (aerial).
- Drainage plans (Yarra Valley Water),
- Melbourne Metropolitan Board of Works (MMBW) Plans, held by the State Library Victoria,
- Sands & McDougall's street directories,
- Plans (SLV, etc),
- Various newspapers (*Age*, *Argus*, *Herald*, etc.).

2.3 Citations

A citation was prepared for 3 individual buildings, or groups of buildings, of potential significance within the study area.

Within the citations the following are provided:

- Name (usually relating to the original owners or purpose),
- Address,
- History – including date of construction and period (Federation, Interwar, Post WWII),
- Description – including assessment of condition and intactness (poor, fair, good),
- Comparative – examples of similar places,
- Relevant HERCON Criteria,
- Recommendation.

2.4 Assessment of Significance

Each statement of significance is provided in the recognised, three part format of:

- What is significant?
- How is it significant?
- Why is it significant?

Burra Charter

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this report.

The methodology adopted in the assessment of the significance (or heritage values) has been in accordance with the process outlined in the *Burra Charter* (or The Australia ICOMOS Charter for Places of Cultural Significance). As outlined in the *Burra Charter*, the criteria considered include aesthetic (including architectural), historical, scientific (or technical), social and spiritual values. These values have been translated into the HERCON Criteria, discussed below.

2.5 Applying the Heritage Overlay

'Applying the Heritage Overlay' August 2018 (Planning Practice Note 1) provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing statements of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance.

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier, and much used, Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the aforementioned practice note that 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.' Reference to the relevant HERCON criteria is outlined at the end of the data sheets. The definition of these criteria are outlined in the following table.

Criterion	Definition
A	Importance to the course, or pattern, of our cultural or natural history (historical significance).
B	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
G	Strong or special association with a particular community or cultural group for social, cultural or

Criterion	Definition
	spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance)
H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

3 STUDY AREA – Overview of Development

3.1 Introduction

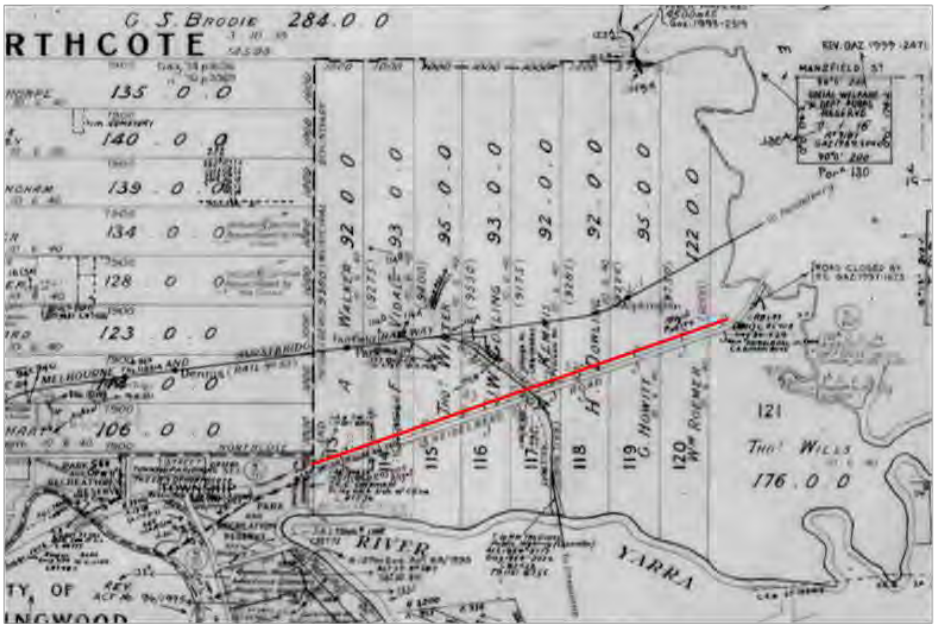
Heidelberg Road has a distinct history as it was established as a major thoroughfare early in Melbourne's history and has accommodated some industrial activity in an otherwise largely residential/suburban part of Melbourne.

This preliminary overview of development of the relevant part of Heidelberg Road has been prepared given the lack of specific detail regarding it in the Thematic History (Allom Lovell & Associates, *City of Yarra Heritage Review*, vol. 1, 1998). This is partly due to the study area being located on the periphery of the municipality, and over the last 150 years of European development, Heidelberg Road has typically formed the barrier between municipalities, such that its history has been traditionally fragmented by this artificial division.

3.2 Historical Overview

The study area along Heidelberg Road is located in what was the Parish of Jika Jika. During the 1840s the land was initially divided into a series of large but generally narrow (about 90-100 acres) Crown allotments with frontages to the Yarra River or Darebin Creek. The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[1] The area includes sections of what is now Fairfield, Alphington and Northcote.

Heidelberg Road was developed along the line of an earlier track leading to Heidelberg via a crossing point on the Darebin Creek (now Alphington). The Heidelberg area attracted wealthy settlers from the late 1830s. Despite the road being well used by those travelling to and from Heidelberg, development along the road (in today's Alphington and Fairfield region) was initially slow.[2]

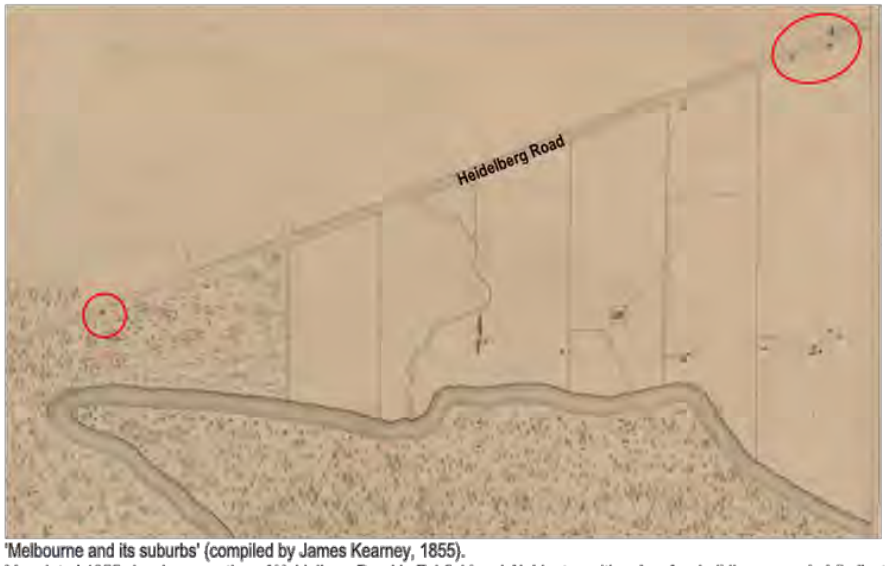


Part of Parish of Jika Jika J16(5)
Section of Heidelberg Road within study area (red line) (Source: Landata)

1 City of Darebin
2 Andrew Lemon, *The Northcote Side of the River*, 1983, p35-36

Alphington Village was established by William Montagu Manning (Solicitor General of Sydney) who acquired Charles William Roemer's original Crown Allotment 120 in 1852 and, seeing potential for a resting place on the way to Heidelberg, subdivided the land into 130 lots of varying sizes, including provision for shops on both sides of Heidelberg Road.[3] The allotments were distributed around a north-south access road called Yarra Street (now Yarralea Street) which extended towards the Darebin Creek.[4]

From 1853, lots from the 'Alphington Estate' were offered for sale.[5] The land was slow to sell however, with only 16 sales by the end of 1856.[6] Amongst the earliest buildings in Alphington were a general store with post office, a bakery, and at least two hotels.[7] The former butcher shop at 756-8 Heidelberg Road was built circa 1860 and is the oldest surviving commercial building of the original Alphington Village. The Wesleyan Chapel constructed circa 1859 on the north side of Heidelberg Road also remains. (City of Darebin)



'Melbourne and its suburbs' (compiled by James Kearney, 1855).
Map dated 1855 showing a section of Heidelberg Road in Fairfield and Alphington with only a few buildings recorded (indicated).
(Source: State Library of Victoria)

While the Fairfield-Alphington area remained sparsely settled it was not unproductive and local farms were able to provide local produce to travellers passing through the area.[8] 'Fulham Grange' was an early farm and nursery located halfway between Fairfield and Alphington and along the Yarra River. Established in 1849 by Richard Perry, the portion of land consisted of 75 acres on the north side of Heidelberg Road and 25 acres of land on the south side of the Heidelberg Road, which was bound by the Yarra River.[9] Fulham Grange was captured by painter Eugene von Guerard in 1855 and depicted the untamed bush and 'real Australian trees... with a degree of care and accuracy of scientific value.'[10] A farmhouse, vegetable garden, vineyard, carriage and birdhouse are evident in von Guerard's painting '...a pocket of cultivation nestled cosily in the bush.'[11]

3 A Lemon, *The Northcote Side of the River*, p48
4 Graeme Butler, *City of Northcote Urban Conservation Study,* revised February 1983, p5
5 The Alphington Estate was named after Alphington (near Exeter) in Devonshire, England, the birthplace of William Montagu Manning. *The Argus*, 5 April 1854, p9.
6 A Lemon, *The Northcote Side of the River*, p48
7 A Lemon, *The Northcote Side of the River*, p48
8 A Lemon, *The Northcote Side of the River*, p48
9 *Leader,* 24 December 1875, p9
10 A Lemon, *The Northcote Side of the River*, p48
11 A Lemon, *The Northcote Side of the River*, p48

The nursery expanded in 1869 to include a jam factory with fruit cultivated in the extensive gardens, supplying various fruit preserves, bottled fruits and the like.[12]



1855 The farm of Mr Perry on the Yarra. Painted by Eugene von Guerard
(Source: www.bonhams.com/auctions/21362/lot/17/)

The land boom of the 1880s saw prominent land speculators Charles Henry James and Percy Dobson acquire large sections of land along Heidelberg Road, and large housing estates were established in the Fairfield-Alphington area. Many of the estates were created from early farms lining the Yarra River such as Fulham Grange.

James and Dobson were responsible for housing estates such as Fulham Grange Estate, Fairfield Park and St James Park. 95 allotments in the Fulham Grange Estate were auctioned as early as March 1883 at a 'most successful sale' held by Gemmell, Tuckett and Co.[13]

In April of that year, further allotments in the Fulham Grange Estate with frontages to the Yarra River were advertised and catered to affluent buyers.

> 'To Gentlemen Seeking Suitable Land for the Erection of Villa Residences, Speculators, Builders, and Others.
> Fulham Grange Estate. Heidelberg Road. Perry's Nurseries.
> ... All that valuable block of land, situated on the Heidelberg-road, and known as the
> Fulham Grange Estate,
> being that portion of the estate having frontages to the
> River Yarra'
>
> 'Subdivided into 75 full sized building allotments... being only about four miles from the City of Melbourne, commanding most charming and lovely views as far as the eye can reach.'
> 'The whole of this land had been in a high state of cultivation for a great many years. Sections of land sold at £100 per acre were planted with ornamental trees and shrubs as well as fruit trees of every description... within a very short distance of the Clifton-hill omni-buses and equal distance from the Alphington and Fairfield park railway stations.'

A further 47 allotments in the Fulham Grange Estate Extension No. 3 were auctioned in September 1884.[14] 30 of those allotments were located along the newly named Grange Road and Fulham Road. In September 1885 'valuable village sites' fronting Heidelberg Road were advertised.[15]

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12 www.bonhams.com/auctions/21362/lot/17/ accessed 5 September 2019; 'Messrs. Perry Brothers' Jam Factory,' *Cornwall Chronicle*, 15 May 1869, p2

13 Real Estate, *Herald*, 5 March 1883, p3. It is likely the 1883 auction included allotments with Heidelberg frontages, however due to poor image quality this could not be verified.

14 Land Sale at Fulham Grange, *Age*, 1 September 1884, p6

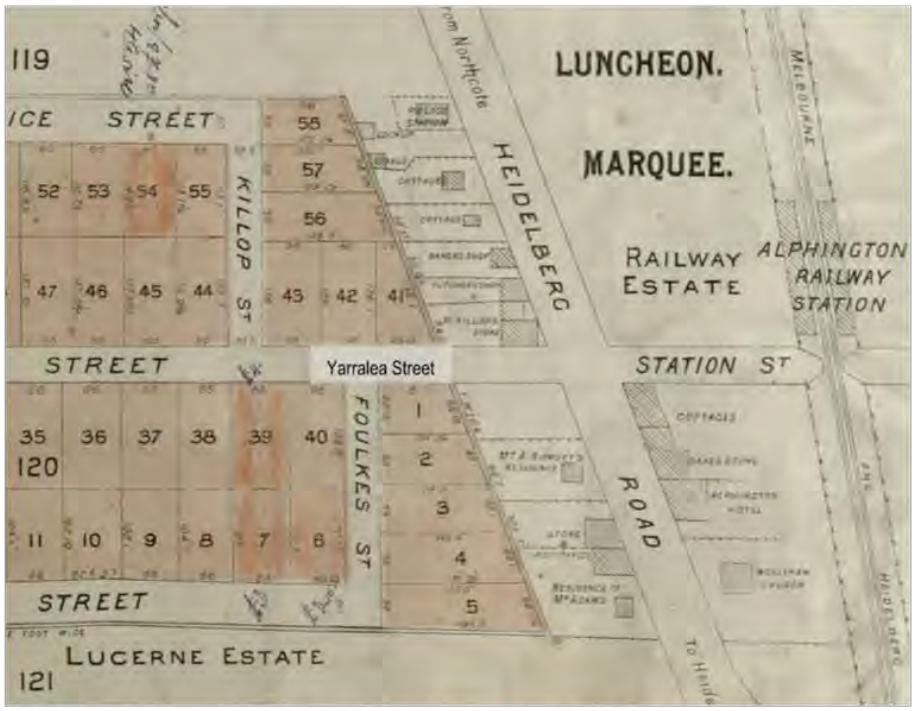
15 Sales by Auction, *Argus*, 2 May 1883, p6

'Valuable villa sites' situate in Fulham Grange Estate on the south side of the Heidelberg Road, Alphington and being the pick of the land in Perry's Nursery.
Having frontages to the Heidelberg Road, Fulham Road, Grange Road.
Each allotment having good frontages and noble depths.'

Many of the housing estates in the Fairfield-Alphington area were viewed as being largely remote. Despite auction notices advertising the convenience of the nearby Alphington and Fairfield park railway stations along Heidelberg Road, the stations were not officially opened until 1888.[16] The opening of the Fulham Grange Railway Station in March 1891, near the intersection of Grange Road and Heidelberg Road, was a failed attempt to improve public transport in the area as the route was closed two years later.[17] Despite the establishment of street facing allotments along Heidelberg Road, many of those allotments about Grange Road, remained undeveloped and vacant.[18]

In 1885 a large section of the Lucerne Estate, east of Alphington Village, was sold at auction. The estate formed part of Crown portion 121 purchased by Thomas Wills in 1840 who had erected a bluestone mansion called *'Lucerne'* (demolished in 1962).[19]

In 1887 '58 splendid villa sites' were advertised in the auction notice for Knockando Estate, south of the Alphington Village. At that stage the village was well established, catering to travellers as well as local residents. The village consisted of several small shops including a baker, butcher, Mr. Killop's store, Oakes store, small cottages and residences. There was also a police station, post office, Alphington Hotel and the Wesleyan Church.



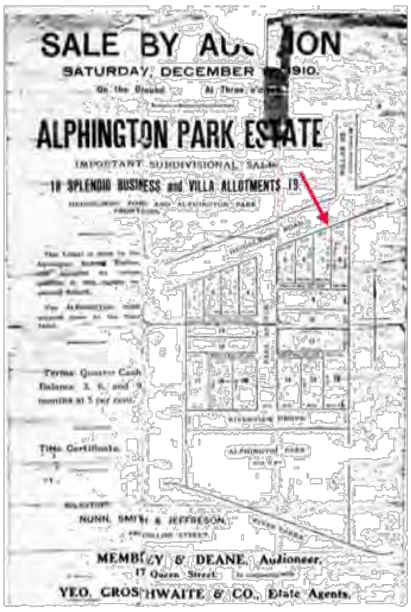
Extract from an auction notice for Knockando Estate in Alphington dated 1887, showing the development existing along Heidelberg Rd at that time. Yarra Street is to the centre of the image and Lucerne Estate is to the bottom of the image.
(Source: State Library of Victoria)

16 Yarra City Council
17 Yarra City Council
18 1910 MMBW Detail Plan 1315
19 Darebin City Council

The *Alphington East Residential Precinct* (HO362) captures this early phase of residential development and is described as 'a residential enclave physically contained by the early transport route of Heidelberg Road and the natural barrier of the Yarra River that includes Victorian, Federation and Interwar houses, with garden allotments.'[20] A number of notable artists resided in the area during the early 20th century, such as William Frater (56 Lucerne Crescent - now demolished) and William McInnes (54 Lucerne Crescent).

Several institutional buildings were constructed at the west end of Heidelberg Road (Fairfield) during the late 19th century such as the Yarra Bend Asylum Lodge and the Infectious Diseases Hospital. The Grand View Hotel (HO36) at 429 Heidelberg Road was constructed in 1888 and by the turn of the century a modest strip of shops had been erected along Heidelberg Road, between the Merri Creek and Austin Street.[21] This included several grocers, a laundry, dairy, news agent, bootmaker, fruiterer and wood merchants and saw mills.

In 1910 '19 splendid business and villa allotments' in the Alphington Park Estate on the south side of Heidelberg Road were advertised.[22] The subdivision centred around Park Avenue and was bound by Riverview Grove to the south. The subdivision consisted of eight business allotments, each with an approximately 50-foot frontage to Heidelberg Road.



Auction notice for Alphington Park Estate in Alphington dated 1910, showing eight rectangular allotments with frontage to Heidelberg Road.
(Source: State Library of Victoria)

By 1914 several buildings in the original Alphington Village had been demolished and new buildings erected.[23] Some buildings such as the former butcher shop remained although additional structures had been constructed to the rear. Small groups of timber houses had been constructed south of the street facing allotments while some lots remained vacant.

20 Statement of Significance, Alphington East Precinct, VHD.
21 Sands & McDougall directory, 1900, p286
22 Auction Notice dated 1910, State Library of Victoria
23 1914 MMBW Detail Plan 1318, SLV



1914 MMBW Detail Plan 1318
Showing Alphington Village at the east end of Heidelberg Road - about Yarralea Street, Alphington
(Source: SLV)

Some sections along Heidelberg Road remained largely undeveloped as evident in the following MMBW dated 1914. Allotments directly to the west of the Alphington Village between St Elmo Road (now Latrobe Avenue) and Park Avenue were vacant while some development (four masonry public buildings) had occurred on the north side of Heidelberg Road.[24]



1914 MMBW Detail Plan 1317
Showing the east end of Heidelberg Road - about Parkview Road, Alphington
(Source: SLV)

24 Trevor Westmore, MMBW Plans – Terms and abbreviations, September 2018

By 1919 the Fairfield-Alphington region had experienced a steady increase in the number of commercial and residential buildings. The north side of Heidelberg Road consisted of primarily residential buildings while the south side consisted of a combination of primarily small commercial premises, including grocers, cycle builders, a confectioner, and a bootmaker, with some residential buildings.[25]

During the 1920s a number of businesses related to the motor vehicle industry were being established along Heidelberg Road, e.g. garages, engineers, motor body parts were being built.[26] In 1921, there was one motor garage, along Heidelberg Road, located between Parkview Road and Park Avenue.[27] By 1923 this had been renamed the G H Underwood Alphington Central Motor Garage.[28] By 1926 three motor garages were listed on the north side of Heidelberg Road and two were listed on the south side.[29]

The following MMBW dated 1931, shows the development along the west end of Heidelberg Road, Fairfield between Panther Place and Grange Road. The south side of the road consisted of typically narrow, rectangular allotments with some larger, vacant lots. The west end by Panther Place was considerably developed and consisted of narrow commercial buildings while the east end by Grange Road was sparsely developed and consisted of residential buildings.



1931 Aerial, Heidelberg Road - west end of study area (between Panther Place and Grange Road)
(Source: Landata, 1931 Nov - Maldon Prison, Proj. No. 1931, Run 15, Frame 2741)

During the mid-1920s/early 1930s a small number of light commercial/manufacturing businesses were constructed along Heidelberg Road. In 1924 knitting manufacturer, F G Stirling was first listed on the south side of Heidelberg Road, close to Bond Street and in 1933 the Elite Knitting Co Pty Ltd was listed in a similar location.[30] During the late 1930s there was an increased demand for wool textile manufacturing in a bid to aid in Australia's war effort. In 1935 the Alpha Spinning Mills are listed at 714-716 Heidelberg Road and in 1938 A Cooper, knitting manufacturer is listed at no. 760.

The following aerials dated 1945, show a number of light commercial buildings (a combination of shops and warehouses) had been constructed along parts of Heidelberg Road. Some smaller parcels had been consolidated into larger sites and warehouse buildings constructed.

25 Sands & McDougall directory, 1919, p104
26 Sands & McDougall directory, 1930, p312
27 Sands & McDougall directory, 1921, p92
28 Sands & McDougall directory, 1923, p97
29 Sands & McDougall directory, 1926, various
30 Sands & McDougall directory, 1924, p375, 1933, p313



1945 Aerial, Heidelberg Road, Fairfield - west end of study area (between Panther Place and Austin Street)
(Source: Landata, Melbourne and Metropolitan Area Project, No. 5, Run 27, Frame 59,529)



1945 Aerial, Heidelberg Road, Alphington – east end of study area (between Parkview Road and Lucerne Crescent)
The northern half of Alphington East Precinct (HO362) is evident
(Source: Landata, Melbourne and Metropolitan Area Project, No. 5, Run 27, Frame 59,523)

Some allotments in the former Alphington Village had also been subdivided and narrow buildings constructed while some adjacent sites remained vacant.

By 1956, the concentration of commercial/light industrial sites to the far east and west ends of Heidelberg Road, similar to the current circumstance, had been established. A number of previously vacant sites had been developed with small warehouses, etc.



1956 Aerial, Heidelberg Road – study area
(Source: Landata, Melbourne Outer Suburbs Project, No. 250, Run 13, Frame 146)

A 1978 aerial highlights the large number of light commercial buildings that had been constructed along the south side of Heidelberg Road by that time, including at the Paper Mills site.



1978 Aerial, Heidelberg Road – study area
(Source: Landata, Western Port Foreshores, Project No. 1716, Run 3, Frame 105)

4 STAGE ONE – PRELIMINARY REVIEW AND BUILT FORM GUIDELINES

4.1 Components

The stage one report related to the following:

- HO71 – review of heritage value and citation,
- Preliminary assessment of places of potential heritage value,
- 2 Killop Street, Alphington.
- Built form review

4.2 HO71

It was confirmed that the basalt building at 756-758 Heidelberg Road (HO71) more than adequately meets threshold for local significance. An updated citation was prepared for HO71 that meets the contemporary standard.

4.3 Places of Potential Heritage Value

Datasheets were prepared for five individual places which were considered to be of potential heritage significance. Details of these five sites are outlined in the following table. Of these, three were considered to have strong potential to meet the threshold for local heritage significance (those at nos 358, 730-734, and 760-764), with the other two (nos 460, 774) less so.

On further discussion with Council, only three have been recommended for further work in Stage 2 and were reviewed in regards to built form analysis and recommended controls.

Address – No. (Heidelberg Rd)	Name	Date/Period	Details
358	House *(Valeema)* & Tyre Outlet	Late 1950s/Postwar	House – Modernist influence Unusual combination of house and adjoining service centre
460	Duncan Rubber Co. Showroom & Warehouse	1956/Postwar	Sawtooth roof forms Intact facades
730-734	Group of 3 shops	1933/Interwar	Single storey builldings with intact shopfronts
760-764	A. Cooper Knitting Manufacturer	Mid-1930s/Interwar	Single storey buiding with intact parapet and most original openings
774	Former Ampol Service station	By 1965/Late 20th century	Stages of construction not certain Original frame (sign) survives

Other Sites Considered

Seven other buildings in the study area which were noted for their potential heritage value and were assessed as not having sufficient potential to reach the threshold for local heritage significance at this time: nos 276, 388, 402, 728, 750-754, and 782 Heidelberg Road.

Of this group, the earlier buildings had been altered to varying degrees, whereas the two late 20th century buildings were largely intact but difficult to assess in regards to other similar building stock in the municipality as there are few, if any, from this time that have been assessed as having heritage value.

4.4 2 Killop Street, Alphington

A review of 2 Killop Street, located in the north end of the Alphington East Precinct Heritage Overlay (HO362), was undertaken.

2 Killop Street is located in one of the small peripheral sections of HO362 that also includes 59 Yarralea Street. The latter is a weatherboard-clad bungalow with a distinctive oblong opening to the porch. The late 20th century house at 2 Killop Street was determined to be an anomaly at the edge of the Alphington East Precinct largely characterised by Victorian, Edwardian and Interwar houses with pitched, gabled or hipped roofs. It varies greatly to the graded building stock in the precinct and it was recommended to be removed from the precinct on this basis.

4.5 Built Form Review

Built form guidelines have been developed for the following five sites, two of which are existing heritage overlays (HO71 + HO421) and three proposed heritage places.

- Porta Factory, 224 Heidelberg Road, Fairfield (HO421).
- House *(Valeema)* & Service Centre, 358 Heidelberg Road, Fairfield.
- Group of 3 Shops, 730-734 Heidelberg Road, Alphington.
- Former Butcher Shop, 756-758 Heidelberg Road, Alphington (HO71).
- A. Cooper Knitting Factory (Former), 760-764 Heidelberg Road, Alphington.

5 STAGE TWO – CITATIONS FOR PROPOSED HERITAGE OVERLAYS

5.1 Recommendations

Further research and analysis undertaken during 2019 has confirmed that the three proposed heritage overlays warranted recommendation for inclusion in the Schedule to the Heritage Overlay in the Yarra Planning Scheme. The proposed citations for these places are included in the Appendix A.

Address – No. (Heidelberg Rd)	Name	Date/Period	Details
358	House *(Valeema)* & Service Centre	House – 1955 (east wing), c.1980 (west wing) Service centre – 1955 Postwar	House – Modernist influence Unusual combination of house and adjoining service centre
730-734	Group of 3 shops	c.1922 Interwar	Single storey builldings with intact shopfronts
760-764	A. Cooper Knitting Factory (Former)	1922 Interwar	Single storey buiding with intact parapet and mostly original openings

5.2 Locations

The three proposed heritage overlays are indicated in the maps below-

- 358 Heidelberg Road – House *(Valeema)* & Service Centre



358 Heidelberg Road is located to the west end of the subject area at the intersection of Heidelberg Road and Panther Place (Source: Nearmap 2019

- 730-734 Heidelberg Road – Group of 3 shops
- 760 Heidelberg Road – A. Cooper Knitting Factory (Former)



730-734 Heidelberg Road and 760 Heidelberg Road (at the intersection of Yarralea Street) are located to the east end of the subject area.
(Source: Nearmap 2019)

APPENDIX – Citations

	Address – No. (Heidelberg Rd)	Name
1	358	House *(Valeema)* & Service Centre
2	730-734	Group of 3 shops
3	760-764	A. Cooper Knitting Factory (Former)

HOUSE *(VALEEMA)* & SERVICE CENTRE

Address	358 Heidelberg Road, Fairfield
Significance	Local
Construction Dates	House *(Valeema)* 1955 (east wing) and c.1980 (west wing); Service centre 1955
Period	Postwar
Date Inspected	Early 2019



Statement of Significance

What is Significant?
The two storey house *(Valeema)* constructed in 1955 (main part/east wing) and circa 1980 (addition/west wing), and the single storey service centre constructed also in 1955, at 358 Heidelberg Road, Fairfield.

Significant aspects of the two storey house include the form of the building, gable roofs (including original glazed tiles), brick walls, steel-framed windows and minimal window to wall ratio. The 'Valeema' name plate and light fittings on the entry porch are contributory elements.

As the brick walls of the building have a bagged/painted finish, it is appropriate to have paint controls so that future colour schemes and finishes are complementary.

Significant aspects of the single storey service centre building include the original parapet, brick walls including the small projection at the north-east corner (with the original street number '358'), original openings, including concrete lintel to the north

elevation, glazed timber door and steel-framed windows on the west elevation, and roof-mounted 'Bridgestone' and 'tires' signage. The bowser platforms to the front of the site are contributory elements. The lightweight canopy to the west side is not significant.

How is it Significant?
The House *(Valeema)* and Service Centre at 358 Heidelberg Road, Fairfield are of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
The House *(Valeema)* and Service Centre at 358 Heidelberg Road, Fairfield are of historical significance to the City of Yarra as a long-standing combined commercial and residential site from the late 19th century onwards, that represents a key phase of development during the Post-WWII period. The combined function of house and tyre service centre was established on the site in 1953, operating from two Victorian period buildings on the northern part of the site. During 1955, the whole site was extensively redeveloped whilst retaining the dual function of house and service centre though in two distinct buildings. (Criterion A)

The House *(Valeema)* and Service Centre are aesthetically significant as an unusual and intact combination of house and service centre that are expressed as two distinct entities and designed in the Postwar period. The design of the house and service centre reflect the Modernist aesthetic and consist of bold yet restrained forms that are enhanced by the prominent corner site. The low-pitched gable roof of the house is indicative of the Melbourne Regional Modernist style, which is uncommon in the municipality. (Criterion E)

Description

The site at 358 Heidelberg Road has three street frontages – Heidelberg Road (north), Panther Place (west) and Park Crescent (south). The house is located at the southern end of the site and the service centre at the north. A high brick fence, painted and with a timber gate, separates the two parts of the site. The prominent corner site overlooks Yarra Bend Park.

The two storey L-shaped house was designed in the Postwar period. It is a substantial house that was built in two stages and consists of the likely architect designed main rectangular, eastern section constructed in 1955, and the subsequent west wing and entry porch constructed circa 1980. The two parts are intact and well integrated as they have been designed in a similar mode but the junction between the two parts is evident to the south elevation.

The entrance to the house fronts Park Crescent, though the building is most visible from Panther Place to the west. A high timber fence has been erected along the south boundary and part way along the west boundary of the site. The south (front) yard and west (side) yard are grassed.

The main part of the house has a bold rectangular form and the west wing is a smaller version of it, both with prominent gabled ends that address the street. The low-pitched gable roofs of the extant house are clad in glazed tiles with minimal eaves overhang. The brick walls have been painted a neutral white colour with a bagged finish, enhancing the bold yet restrained aesthetic of the building.



House - façade, south elevation



House – south elevation, window openings and portico. The junction between the original eastern section and later west wing is evident.

The strong volumetric expression of the building is evident from Park Crescent and Panther Place. The south facing elevation is articulated by a series of rectangular openings (original as well as later additions) that maintain a minimal window to wall ratio pattern across the facades. The windows are typically steel-framed casement windows with a horizontal mullion to the upper section and brick sills. At ground floor is a brick entry porch addition constructed circa 1980 that mirrors the low-pitched slope of the main gable and the bagged finish of the brick walls. The porch features a steel entry grille and light fittings to either side. Above the door is a name plate that reads 'Valeema.'

The west wing presents a blank wall to the street boundary, which heightens the bold form of the building. The addition has been sympathetically designed and maintains the aesthetic evident in the original part of the house.

The upper section of the north facing gable end is visible above the garage from Heidelberg Road and Panther Place. There are vents to the roof space, visible in the upper part of the wall. At each end of the original wing is a narrow slit with a wider vent to the west wing.

Awning blinds have been added to various windows at the north-west corner of the wings.



House – west elevation



Service centre and house beyond – north-west corner from Heidelberg Road. Note 'Bridgestone' signage mounted to parapet.

The single storey service centre building at the front of the site at the intersection of Heidelberg Road and Panther Place was constructed at the end of the Postwar period and its cuboid form also reflects the Modernist aesthetic.

The building has an elongated footprint that is angled to Heidelberg Road but more so than that of the street itself. The front part of the site is paved and there is vehicular access from both roads. There are two concrete platforms, indicating the location of former petrol bowsers, to the front of the site. A brick wall defines the east boundary in front of the garage.

The brick building and parapet have been painted however the original openings and brick detailing is evident beneath. The north elevation has a large garage opening with (rendered) concrete lintel. The upper section of the brick façade features brick courses in a header configuration and a horizontal, shallow recessed panel on the north façade. There are original raised street numbers to the pier at the north-west corner and the small projection at the upper end of the of the service centre building in the north-east corner.

On the west façade of the service centre is an original glazed, timber-framed door and two large multi-paned steel windows. Awning blinds have been added above the openings and a lightweight canopy has been added to the garage opening at the south end.

A large 'Bridgestone' tyres sign has been mounted on the roof of the west side of the building and 'tires' to the east side, the latter being the preferred spelling in the North America. Their date has not been confirmed but the signage may date to the early 1960s as imported Bridgestone tyres were available in Australia from 1961.[1]

1 *Age*, 20 December 1961, p26. Bridgestone is a leading Japanese tyre manufacturer but an Australian division existed from 1980 to 2007 (https://en.wikipedia.org/wiki/Bridgestone, accessed 04.09.19)

Three flagpoles have been mounted on the building and are located on the front section of the roof, the north elevation and west elevation.



Service centre – north-east corner elevation
Note 'tires' signage mounted to parapet and small projection with street number (highlighted)



Service centre – west elevation

The house and service centre are indicative of the Modernist aesthetic which evolved from the late-1920s in Europe. The style was adopted internationally, in Australia primarily after WWII with several regional versions of Modernism evolving in various parts of the country.[2] Elements of the Modernist style include the use of geometric and bold forms and restrained facades with minimal, if any, ornamentation. Roofs concealed by parapets, contrasting angular forms, an emphasis on the horizontal, and the use of large steel-framed windows are typical of the Modernist style.

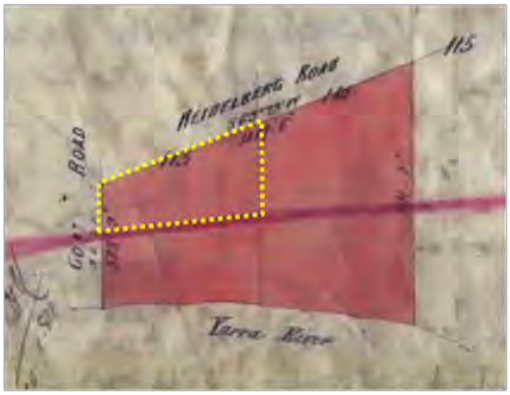
The design of the house is indicative of what has been identified as the Melbourne Regional version of Modernism which characteristically integrated a low-pitched roof – a broad gable or skillion - a familiar traditional roof form rather than the flat roofs of the International Modernist style.

History

The subject site formed part of Crown portion 113, Parish of Jika Jika, which was comprised of 92 acres purchased by A Walker in 1840.[3] It was one of several similarly narrow allotments with frontages to the nearby creeks and the Yarra River.[4] The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[5] Heidelberg Road was located to the south of the allotments and was developed along the line of an earlier track leading to Heidelberg. The road served as an early transport route for those travelling to and from Heidelberg and includes sections of what is now Fairfield and Alphington.

The land boom of the 1880s saw prominent land speculators Charles Henry James and Percy Dobson acquire large sections of land along Heidelberg Road. In 1883 a large section of Crown portion 113 that included the subject site, was transferred to James and Dobson and the land to the north of Park Crescent was subdivided.[6] The allotments facing Heidelberg Road were of varying widths and depths. The subject site was located in the north-west corner of the subdivision.

2 Apperly, Richard & Reynolds, Peter L & Irving, Robert, 1926- & Mitchell, Solomon (1989). A pictorial guide to identifying Australian architecture : styles and terms from 1788 to the present (3rd ed). Angus & Robertson, Sydney p218
3 Landata, Parish of Jika Jika J16(5)
4 A Lemon, *The Northcote Side of the River*, p7
5 City of Darebin, www.darebin.vic.au
6 Certificate of Title, vol.1515/folio 977



Plan of part of Crown portion 113 and 114, Park Crescent is roughly indicated. The approximate area of the 1883 subdivision is shown dashed.
(Source: Certificate of Title, vol.1515/folio 977)



Plan of subdivision in 1883. The location of the subject site is indicated by the red arrow.
(Source: Certificate of Title, vol.1515/folio 977)

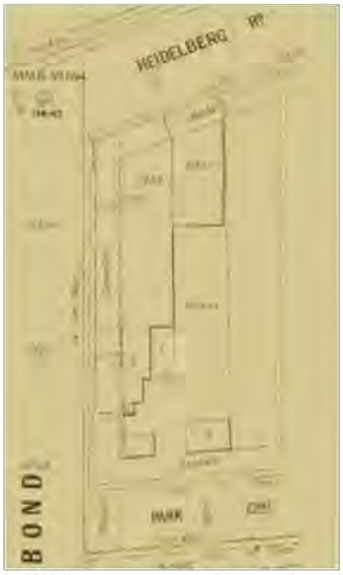
In 1885 land containing the subject site was transferred to salesman, Frederick William Oehr.[7] Oehr further subdivided the land to form two narrow allotments and in 1886 the western allotment was transferred to grocer, John Dickson.[8] At that stage the south side of Heidelberg Road remained sparsely developed with only five commercial premises between Bond Street (what is now Panther Place) and Austin Street.[9] The western allotment was occupied by several grocers during the late 19th and early 20th century including Freeman Bros. (1897-1900), Charles Ponsford (1904 - grocery and hay and corn store), George H Osborne (1912), Edward G Ball (1913) and Walter L Newnham & Co. (1914).



In 1885 two narrow allotments with northern frontage to Heidelberg Road and southern frontage to Park Crescent were formed.
(Certificate of Title, vol.1767/folio 376)

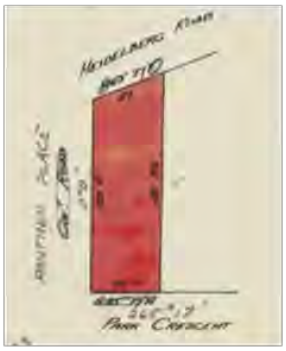
7 Certificate of Title, vol.1767/folio 376
8 Certificate of Title, vol.1840/folio 367801
9 Sands & McDougall directory, 1897, p221

In 1909 buildings with a narrow footprint and a north-west corner verandah are evident on the subject site. [10]



In 1909 there were narrow buildings on the subject site.
(MMBW Detail Plan 1270, SLV)

In 1919 the two narrow allotments were consolidated to form the extant subject site, which had a 47 foot frontage to Heidelberg Road, 123.5 foot frontage to Panther Place and about a 44 foot frontage to Park Crescent. That year the site was transferred to grocers, Walter Lachlan Newnham and Charles Herbert Fullard, who continued to occupy the site until at least 1923.[11] At that stage there were 15 commercial premises on the south side of the road between Panther Place and Arthur Street. This included a blacksmith, saddler, cycle builder and bootshop.[12] During the 1920s the subject site was primarily occupied by grocers and produce dealers.[13]



In 1919 the two narrow allotments were consolidated to form
the extant subject site.
(Certificate of Title, vol.4181/folio 836140)

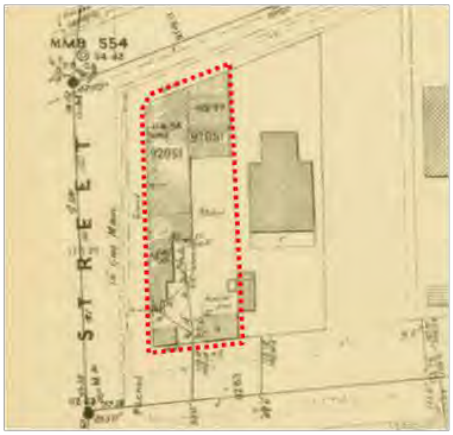
10 MMBW Detail Plan 1270, dated 1909
11 Certificate of Title, vol.4181/folio 836140
12 Sands & McDougall directory, 1919, p104, 326. The subject site is listed as 121-123 Heidelberg Road. Newnham & Son are listed as coachbuilders and occupy 221-223 Heidelberg Road at the intersection of Arthur Street.
13 Sands & McDougall directory, 1925, p390

From the 1920s, several motor vehicle related businesses such as garages, engineers and motor body parts, were being established along Heidelberg Road, being a major thoroughfare.[14] By 1931, the allotments on the south side of Heidelberg Road consisted of light commercial buildings with some vacant lots and Panther Place had been renamed Bond Street. The subject site was occupied by H Stewart, grocer, and thereafter occupied by various produce merchants throughout the 1930s and early 1940s.[15]



Aerial photograph dated 1931, with subject site indicated
(Source: Landata, Maldon Prison Proj. No. 1931, Run 15, Frame 2741)

The MMBW plan dated 1935 shows that the front building was constructed of brick or stone with a hipped roof (and possible chimney) and the structures to the east side and south (rear) were constructed of timber.[16]



MMBW Detail Plan No. 1314, dated 1935
(Source: State Library of Victoria)

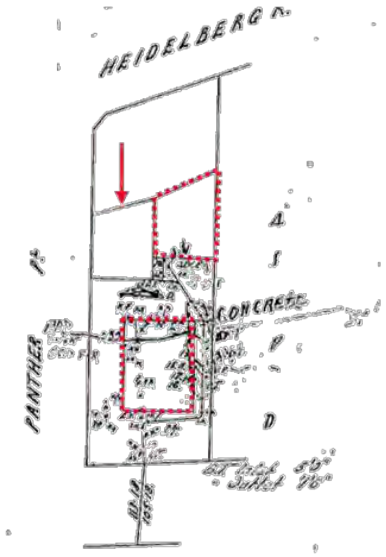
14 Sands & McDougall directory, 1930, p312
15 Sands & McDougall directory, 1931, p313
16 MMBW Detail Plan No. 1314, dated 1935

In 1945 the function of the site shifted from a commercial to residential purpose when it was occupied solely by Mrs E F Chappel, and then Charles H Chappell in 1950.[17]

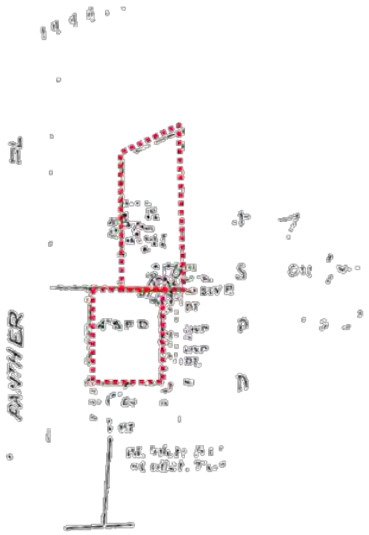
The combination of house and service centre was first established on the site in 1953 when it was purchased by George Bertram Stringer and Harry John King, who had recently become owners of the Lincoln Tyre Service.[18] By 1955 the two independent functions were re-instated at the site when the front part was operating as the Lincoln Tyre Service and the rear house was being occupied by Mrs E Z Chappell.[19]

In 1955 the site was however completely redeveloped though henceforth continued to serve the dual function of a house and service centre. In June and July of that year, the Lincoln Tyre Service advertised for a few staff members.[20] By August 1955 the earlier structures had been demolished and replaced by the main part of the house and the front section of the service centre, as evident in the Property Sewerage Plan.[21] Initially there was probably a canopy to the west side of the service centre building.[22]

In 1959 the subject site was purchased by tyre dealer, Retford Alexander Cutts who occupied the residence and further developed the site.[23] The site operated as the Lincoln Tyre Service until 1960 at which stage it was listed as Fairfield Tyre Service.[24] By 1966 the service centre had been extended south to coincide with the existing footprint.[25] The canopy/structure to the west side had been removed and the extant courtyard wall between the service centre and house had been erected.



Property Sewerage Plan of subject site dated 1955. The main part of the house and the front section of the extant service centre are indicated and dashed red. To the west side of the service centre was probably a lightweight structure or canopy.
(Source: Yarra Valley Water, Plan No. 92051-1)



Property Sewerage Plan of subject site dated 1966. The main part of the house and the extant service centre are indicated and dashed red.
(Source: Yarra Valley Water, Plan No. 92051-2)

17 Sands & McDougall directories, various
18 Certificate of Title, vol.7842/folio 155
19 Sands & McDougall directory, 1955, p359
20 *Argus*, 1955, various
21 Yarra Valley Water, Property Sewage Plan dated 1955, Plan No. 92051-1
22 The buildings are likely to have been designed by an architect however this has not been confirmed, in part because the building file for the subject site could not be located.
23 Certificate of Title, vol.8218/folio 609
24 Sands & McDougall directory, 1960, p376
25 Yarra Valley Water, Property Sewage Plan dated 1966, Plan No. 92051-2

The main part of the house and service centre (as it stands today) are evident in 1969.[26] The south face of the house is blank with the exception of a single window at first floor level. The building has a light and monochromatic colour palette. The front of the site is paved and includes the extant bowser platforms. Cutts occupied the subject site until at least 1974.[27]



Aerial photograph dated 1969, showing the main rectangular form of the extant house and extant service centre. The extant bowser platforms are evident to the front of the site.
(Source: Landata, 1969 Eastern Freeway Project, Proj. No.754, Run 4, Frame 143)

The existing lightweight canopy on the west side of the service centre had been constructed by 1979 while the extant west wing addition and entry porch of the house were constructed after this period.[28] The western face of the addition was designed in an aesthetic similar to the original house and remained blank to the street. Windows were likely added to the south face of the main part of the house at this stage.

The service centre currently operates as the Fairfield Alignment & Tyre Service.

Lincoln Tyre Service

Lincoln Tyre Service was established as a Lincoln Retreads P/L in 1933 with £5000 capital and £1 shares being offered. The original directors were John Herbert Rudge and Ian Wischer.[29] Their operations relocated over the years, commencing at 430 Riversdale Road Hawthorn, and later moving to 490 Toorak Road, Burwood.[30] By 1952, Stringer and King owned the company and had changed the trading name to Lincoln Tyre Service.[31] The following advertisement, issued soon after the renaming of the company, indicates that they also suppled other garages.

26 1969 - Eastern Freeway Project, Proj. No.754, Run 4, Frame 143
27 Sands & McDougall directory, 1974, p382
28 Aerial photograph dated 1979, Landata, Heytesbury North Project, Proj. No. 793, Run 3, Frame 157 – image not reproduced due to poor quality
29 'New Companies', *Herald*, 20 July 1933, p38
30 Sands & McDougall directory, 1950, p2756
31 *Age*, 31 July 1952, p9



(Source: *Mountain District Free Press*, 26 November 1953, p4)

Thematic Context/Comparative Analysis

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8 (revised May 2017)
- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 7: Individually significant places not from the main development era (revised May 2008)
- City of Yarra Heritage Review (Allom Lovell and Associates, 1998)
- City of Northcote Urban Conservation Study (Graeme Butler, revised February 1983)

Known comparable places in the City of Yarra

There are no ready comparisons for this combination across the municipality. Postwar buildings with individual overlays built after WWII are primarily ecclesiastical buildings and do not make for ready comparison.

There are no examples of Modernist houses or garages with individual overlays built after WWII as many such buildings are located within precincts whose significance primarily relates to the late 19th century (Victorian), and possibly early 20th century (Federation and/or Interwar) phases of development and so have tended to be graded non-contributory.

- 28-30 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not significant. Constructed in the 1960s-70s, the basic single storey brick building has a central, garage opening.
- 2 St Georges Road, Fitzroy North (part of HO327, North Fitzroy Precinct). Not contributory. Constructed between 1950-1965 the single storey brick motor garage has a rectangular form with a chamfered entrance and large garage openings. The garage has a parapet roof and large over painted, multi-paned steel windows.
- 310 St Georges Road, Fitzroy North (part of HO327, North Fitzroy Precinct). Not contributory. Group of four interlocking, two-storeyed brick units. Each unit has a rectangular form and a hip roof and the north and south walls of each unit remain blank. While the function of the building differs from the subject building, a similar Modernist aesthetic is evident.
- 50 Westbank Terrace, Burnley (part of HO331 Racecourse Precinct, Richmond). Not contributory. Constructed between 1950-1960 the single storey 'neighbourhood house' consists of two gable roofed structures with a blank north wall and minimal openings. While the function of the building differs from the subject building, a similar Modernist aesthetic has been utilised.

Condition
Good

Integrity
Mostly intact

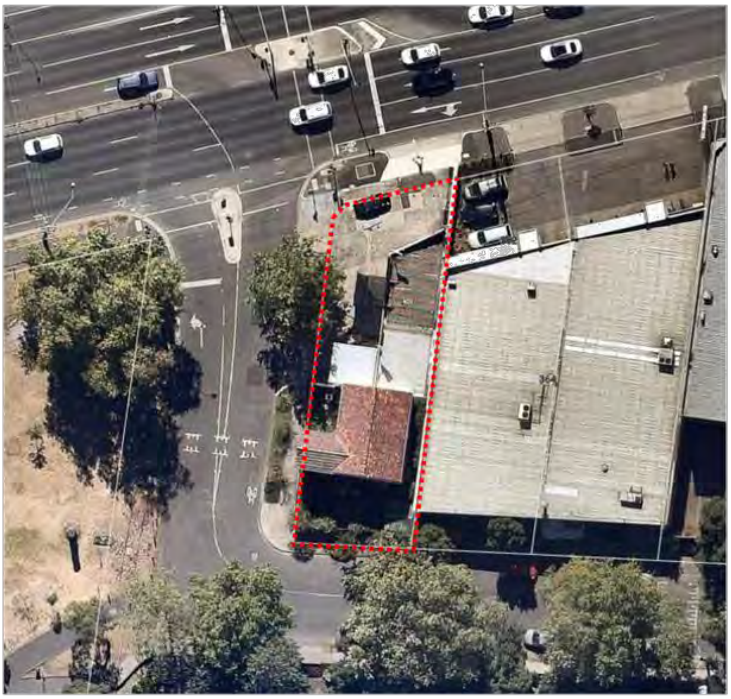
Previous Assessment
N/A

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 358 Heidelberg Road, Fairfield.



Recommended extent of heritage overlay
(Source: Nearmap, August 2019)

GROUP OF 3 SHOPS

Address	730-734 (including 730A) Heidelberg Road, Alphington
Significance	Local
Construction Dates	circa 1922
Period	Interwar
Date Inspected	Early 2019



No. 730



Side access no. 730A (right), no. 732 (centre) and no. 734 (left)

Statement of Significance

What is Significant?
The group of three Interwar period shops at 730-734 Heidelberg Road, Alphington, constructed circa 1922.

Significant aspects of the shops include the brick walls and parapets (now painted), hipped roof forms (largely concealed), street canopies including original soffit linings, the configuration of the shopfronts, shopfront joinery and finishes, tiled mouldings to the west end of no. 732, the recessed entrance of no. 730 including floor tiles, mouldings, pressed metal ceiling and toplights with textured glass. In addition, the original side access to no. 730 (now 730A) as it extends to the depth of the front hipped roof of no. 732, where the intact (unpainted) return walls remain visible.

How is it Significant?
The group of three shops at 730-734 Heidelberg Road, Alphington are of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?
The group of three shops at 730-734 Heidelberg Road, Alphington are of historical significance to the City of Yarra as one of the few remnant intact buildings that denote the Interwar period phase of development in this part of Heidelberg Road area (Alphington Village) during the early 1920s, when building activity increased, including much redevelopment, and the area's commercial function was consolidated. Whilst no. 734 was not purpose built as a post office, it has functioned as such for about half a century. (Criterion A)

The group of three shops are aesthetically significant as an intact group of single-storey, brick Interwar period commercial buildings. Whilst modest in scale, they retain their original parapets and unusually their original shopfronts, two of which were manufactured by Duff (nos 732-734), with the other (no. 730) being notable for intact canopy, the copper finish to its framing and green tiles to the stallboard. (Criterion E)

Description

The group of three shops at nos 730-734 Heidelberg Road were constructed during the Interwar period. The shops are located in a commercial strip on the south side of Heidelberg Road between Park Avenue and Yarralea Street, and are each situated on a narrow allotment. No. 730 is separated from nos 732-734 by a narrow side access (part of no. 730A). The shops are single-storied and feature original parapets and shopfronts.

The subject shops are typical of the Interwar period and feature relatively plain parapets with little ornamentation and street canopies. The brick shop at no. 730 has a symmetrical façade and is the most elaborate of the three shops. The shop has a stepped brick parapet (overpainted) that conceals a metal clad hipped roof and features a square pediment and capped brick piers at either end. The east parapet return has been retained and the original red brick wall is evident. The combination of face brick to the parapet section and render to the lower section was common during the Interwar period.

The shopfront is highly intact and retains the original configuration and finishes which are indicative of the Interwar period. This consists of the recessed entry, floor tiles with pressed metal ceiling above, dark green wall tiles and mouldings to the stallboard, copper-finish shopfronts, and framing with highlights (often overpainted). The toplight windows have textured/patterned glass which is also indicative of the Interwar period. The canopy is clad in corrugated metal sheeting and has a plaster board lined soffit with thin metal battens and a small 'Post Office' sign mounted on the lower edge of the fascia.



Nos 730-734 Heidelberg Road



730 Heidelberg Road – parapet and shopfront



No. 730 Heidelberg Road – typical Interwar shopfront configuration



No. 730 Heidelberg Road – recessed entry including original tiles and pressed metal ceiling

Nos 732-734 are a pair of brick shops with a plain brick parapet (overpainted) that conceals two hipped roofs clad with corrugated sheeting. The west parapet return of no. 732 has been retained and the original red brick wall is evident. The east (side) brick wall of no. 734 has been painted.

The street facades are identical and for the most part retain original shopfronts. The badge of the manufacturer (Duff) survives on each shopfront however the framing has been painted on no. 732. Tiled mouldings to the west end of no. 732 also survive. The configuration of the shopfronts and detailing of the parapet is typical of the Interwar period and despite having been painted, are intact. The canopies have been slightly modified however the original metal corrugated lined soffit no. 732 remains.



Nos 732-734 Heidelberg Road - shopfronts



No. 734 Heidelberg Road – original badge of manufacturer (Duff)

The original side access (no.730A) extends the depth of the hipped roof of no. 732. This separation provides visibility of the intact side parapets of nos. 730 and 732. The front brick wall and door have more recently been added to the laneway and are not significant. To the rear of no.730A is a narrow outbuilding and a small shed (not inspected, evident from aerial). To the rear of no. 732 is a narrow outbuilding which appears in a 1922 sewerage plan of the site and is possibly original. To the rear of this is a detached timber shed which appears in a 1945 aerial.

History

The subject site formed part of Crown Portion 119, Parish of Jika Jika, which comprised of 95 acres purchased by G Howitt in 1840.[1] It was one of several similarly narrow allotments with frontages to the nearby creeks and the Yarra River.[2] The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[3] Heidelberg Road was located to the south of the allotments and was developed along the line of an earlier track leading to Heidelberg. The road served as an early transport route for those travelling to and from Heidelberg and included sections of what is now Fairfield and Alphington.

In 1852 Alphington Village was established by William Montagu Manning (Solicitor General of Sydney) serving as a resting a place for travellers. The village, located east of the subject site, included the extant former butcher shop at no. 760 constructed circa 1860.

The land boom of the 1880s saw prominent land speculators acquire large sections of land along Heidelberg Road. In 1885 land containing the subject sites was purchased by Albert Miller.[4] Land to the south side of Heidelberg Road was subsequently divided into narrow allotments extending to the Yarra River.[5] In 1896 land containing the subject site was transferred to Edith Maud Bancroft.[6]

1 Landata, Parish of Jika Jika J16(5)
2 A Lemon, *The Northcote Side of the River*, p7
3 City of Darebin, www.darebin.vic.au
4 Certificate of Title, vol.1424/folio 284790
5 Record of Subdivision vol.1424/folio 284790
6 Certificate of Title, vol 2608/folio 521464

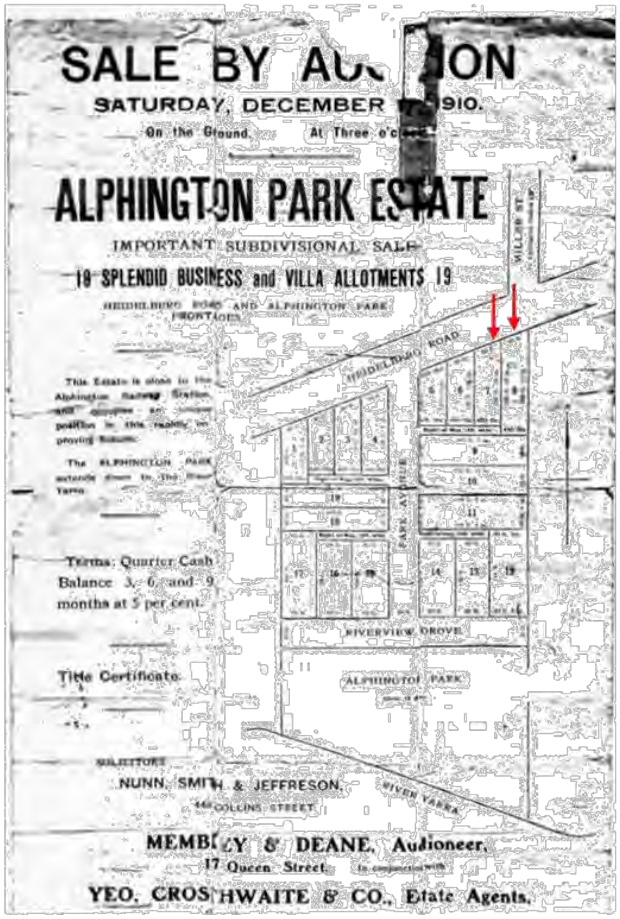


Plan of subdivision in 1885. Land including the subject site was subdivided into narrow allotments
(Source: Certificate of Title, vol.1424/folio 284790)

In 1910 the section of land between Riverview Grove and Heidelberg Road was acquired by George Robert Bennet, James Eldridge Rowe and George Washington Whitcher, and subdivided to form the 'Alphington Park Estate.'[7]

The Estate was subdivided into '19 splendid business and villa allotments.'[8] The allotments were roughly rectangular and included eight business allotments, each with an approximately 50-foot frontage to Heidelberg Road. Part of the subject site (no. 730) formed part of allotment 7, while the remainder of the site (nos 732 and 734) comprised allotment 8, which was slightly longer.

7 Certificate of Title, vol.3475/folio 694831
8 Auction notice for Alphington Park Estate in Alphington dated 1910



Auction notice for Alphington Park Estate in Alphington dated 1910, showing eight rectangular allotments with frontage to Heidelberg Road. The approximate location of subject sites 730-734 Heidelberg Road is indicated. Alphington Village is located directly east of the estate. (Source: State Library of Victoria)

The following MMBW plan dated 1914 shows the buildings that had been constructed nearby in Alphington Village to the east of the subject site and prior to its development. Early houses and buildings were either timber or masonry (brick or stone), often with smaller outbuildings to the rear. Amongst the earliest buildings in Alphington were a general store with post office, butcher, Wesleyan Chapel, a bakery, and at least two hotels.[9] A police station was located adjacent to the subject site. Residential development had occurred to the south of Alphington Village while a large majority of the street allotments along Heidelberg Road (including the subject sites) remained vacant.[10]

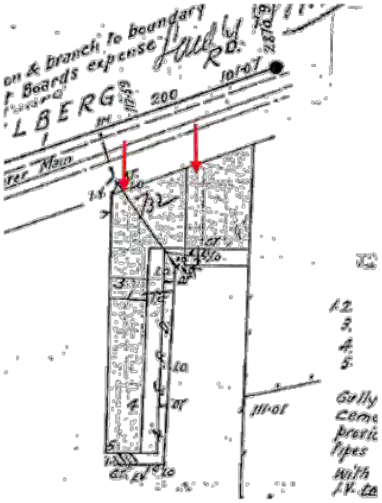
9 A Lemon, *The Northcote Side of the River*, p48
10 1914 MMBW Detail Plan 1317



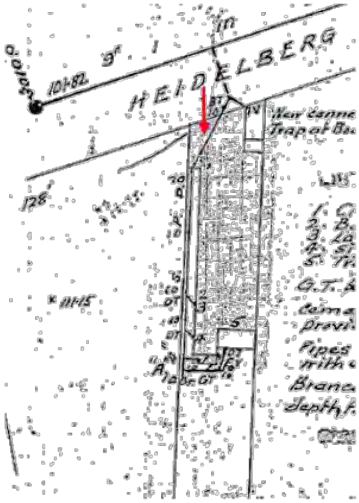
1914 MMBW Detail Plan 1318
Showing the Alphington Village at the east end of Heidelberg Road - about Yarralea Street, Alphington. The approximate boundaries of the subject site is indicated and the sites are vacant. The police station is indicated by an arrow. (Source: SLV)

In 1916 allotment 8 (nos 732 and 734) was acquired by Thomas Trevena, tailor, which included the right of carriage way to the south of the site.[11] Nos 732 and 734 had been constructed by 1923.[12] Both buildings were roughly square in footprint with a chamfered corner however no. 732 included a narrow section that extended to the rear of the site.

The subject building at no. 730 had been constructed by 1924 and had a long narrow rectangular footprint with a stepped section, providing side access.[13] All three building footprints are similar to the extant footprints on the site.



Plan of nos 732 & 734 dated 1923. The building footprint is almost identical to the extant buildings
(Source: Yarra Valley Water, Plan No. 131291-2)



Plan of no. 730 dated 1924. The building footprint is almost identical to the extant buildings
(Source: Yarra Valley Water, Plan No. 136627-6)

11 Certificate of Title, vol.3966/folio 793102
12 Yarra Valley Water, Plan No. 131291-2 dated 1923
13 Yarra Valley Water, Plan No. 136627-6 dated 1924

In 1924 the subject shops were occupied by various commercial businesses. Bootmaker, E J March is listed as occupying no. 730 from 1924-31 and no. 734 from 1933 until at least 1960.[14] Ironmongers and estate agents appear to have occupied no. 732 in 1924 and 1925 and news agency G E A Richardson, appear to have occupied no. 734 in 1926 and 1927.[15] Small commercial businesses continued to operate from the subject sites throughout the 1930s. A Nicholes, a tailor, occupied no. 732 from 1931 to 1933 and the adjacent site at no. 730 from 1935 to 1945.[16]

The subject buildings are evident in a 1945 aerial. A hipped gable roof as well as the canopies are evident to the front of the three buildings with narrower sections and minor structures to the rear of nos 730 and 732.



Aerial photograph, December 1945. 730-734 Heidelberg Road is indicated.
(Source: Landata, Melbourne and Metropolitan Area Project, Project No. 5, Run 27, Frame 59523)

In 1948 no. 730 was transferred to Robert Dunstan McMullen, engineer and Norma Eileen Cattermole, married woman.[17]

In 1948 drawings for a proposed brick factory to the rear of the no. 734 were submitted to the City of the Heidelberg.[18] At this time, the occupier of the building was Mr G H Bryant and the owner of the property was J P Monro.[19] The factory was constructed for Goodwear Plating, an electro plating and metal polishing business, however the building no longer survives.

Circa 1968 the Alphington Post Office was relocated to no. 730.[20] A historic photograph dated 1968 shows the unpainted brick parapet, canopy, shopfront configuration and wall tiles.[21] In 2010 no. 730 was subdivided into two lots, no. 730 (front shop) and no. 730A (rear lot including side access). No. 730 continues to function as a Post Office.

14 Sands & McDougall directory, various. E J March is listed as occupying no. 359 from 1924-1931. In 1933 the street numbers are modified and March occupies the subject site at no. 730.
15 In 1924, ironmonger R S Witcher occupies no. 357 and Land & estate agents occupy no. 357a. G E A Richardson occupies no. 355.
16 Sands & McDougall directory, various. In 1931 A Nicholes occupies no. 357 which is listed as no. 732 in 1933.
17 Certificate of Title, vol.7554/folio 047
18 VPRS 010150, P 0000, Unit 000114
19 VPRS 010150, P 0000, Unit 000114
20 Sands & McDougall directory, 1970, p5. The Alphington Post Office occupied 724 Heidelberg Road from at least 1942 to circa 1968.
21 B5919, 20, NAA



1968 - No. 730 (Alphington Post Office) and adjacent side access (front of 730A).
(Source: B5919, 20, NAA)

Thomas Duff & Bros. Pty Ltd.

Thomas Duff & Bros., was a family enterprise and one of Melbourne's well-known shopfitters, operating from circa 1910 until at least 1942.[22] Duff operated from West Melbourne in the 1920s, relocating to Port Melbourne in the 1930s and North Melbourne in the early 1940s. They manufactured a variety of shop fittings including 'partitions, desks, chairs, tables, screens, showcases, shopfronts, etc.' Duff are responsible for the remodelling of the London Stores at the corner of Elizabeth and Bourke Streets, renovated at the end of the 1930s. The substantial shopfronts featured large display windows that integrated recent lighting methods.[23] Thomas Duff died in May 1921 at his residence in Carlisle Street, Balaclava.[24]

Thematic Context/Comparative Analysis

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8 (revised May 2017)
- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 7: Individually significant places not from the main development era (revised May 2008)
- City of Yarra Heritage Review (Allom Lovell and Associates, 1998)
- City of Northcote Urban Conservation Study (Graeme Butler, revised February 1983)

Known comparable places in the City of Yarra

Interwar period shops have not been well assessed across the municipality as many such buildings are located within precincts who significance primarily relates to the late 19th century (Victorian) and possibly early 20 century (Federation) phases of development and so have tended to be graded non-contributory.

- 207 Bridge Road, Richmond (part of HO310, Bridge Road Precinct). Not contributory. Constructed in 1930, the single storey brick shop has an altered shopfront though the Roman brown brick pier is intact.
- 160 Johnston Street, Collingwood (part of HO324, Johnston Street Precinct). Not contributory. The single storey brick, paired shops have a stepped parapet and recessed shopfronts. The shops are largely intact.

22 Sands & McDougall directory, various; Sands & McDougall directory, various; Sands & McDougall directory, 1942, p2173
23 'Building and Architecture: Modern Shopfronts,' *Age*, 26 December 1929, p4
24 *Herald*, 13 January 1922, p10

Other municipalities

- 684-690 High Street, Reservoir (part of High Street (Reservoir) Commercial Precinct, City of Darebin). Contributory. Constructed in 1928, the Interwar period group of shops have original parapets. No. 682 has an original recessed shopfront.

Condition
Good

Integrity
Mostly intact

Previous Assessment
N/A

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

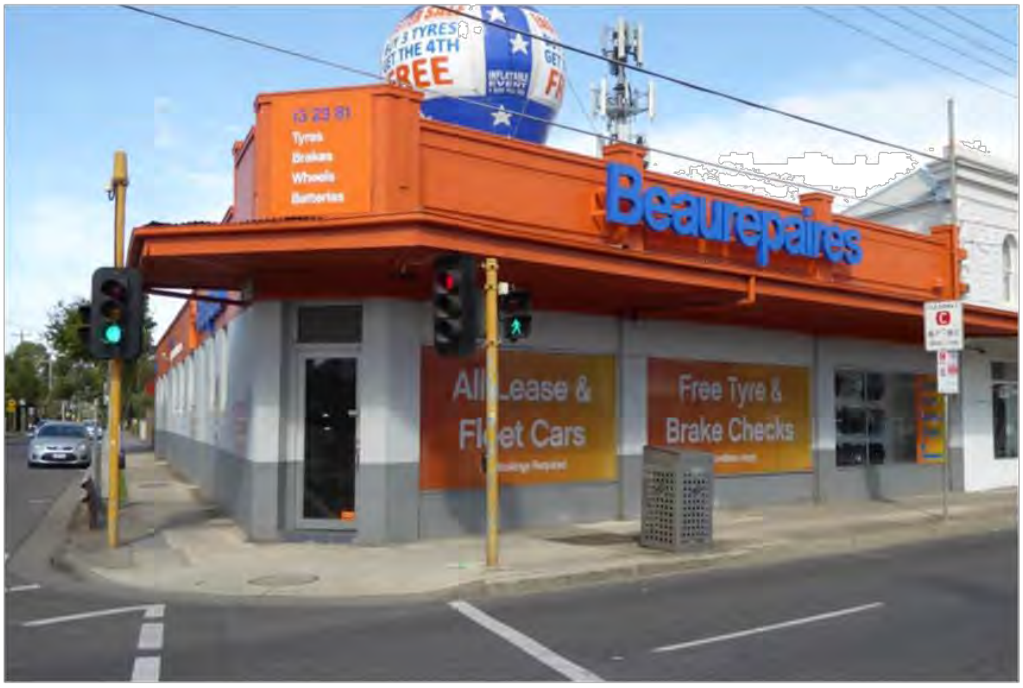
Extent of Heritage Overlay
The proposed extent of the heritage overlay would be the parcels of land associated with 730, 730A, 732 and 734 Heidelberg Road, Alphington.



Recommended extent of heritage overlay
(Source: Nearmap 2019)

A. COOPER KNITTING FACTORY (FORMER)

Address	760-764 Heidelberg Road, Alphington
Significance	Local
Construction Dates	1922 (front part), 1930s-1940s additions
Period	Interwar
Date Inspected	Early 2019



Statement of Significance

What is Significant?
The single storey brick building at 760-764 Heidelberg Road, Alphington, constructed 1922, with additions made during the late 1930s and early 1940s.

Significant aspects include the Heidelberg Road and Yarralea Street facades including brick parapet, visible gable roof sections (primarily to the east side), chamfered corner entrance, concrete lintels, pattern of openings and shopfronts, canopy, and remnant wall moulding (west end of north elevation).

How is it Significant?
The single storey building at 760-764 Heidelberg Road, Alphington – the former A. Cooper Knitting factory - is of local historical and aesthetic significance to the City of Yarra.

Why is it Significant?

Initially constructed as three premises in 1922, the single storey building at 760-764 Heidelberg Road, Alphington was expanded and later consolidated by A. Cooper Knitting Manufacturer. It is representative of the commercial and industrial development that occurred during the Interwar period along Heidelberg Road, and in particular was one of a few knitting enterprises that were established along Heidelberg Road at this time. The rapid expansion of the building during the late 1930s and early 1940s is indicative of the important role of the local knitting industry during WWII. (Criterion A)

The single storey building is aesthetically significant as an intact example of an Interwar period building constructed on a prominent corner site. The brick building is distinguished by its parapet and projecting piers articulated with a combination of smooth and roughcast render contrasting with variations in the brickwork. The original pattern of openings, shopfront division, and canopy remains mostly intact. (Criterion E)

Description

The single storey brick building is located on the corner of Heidelberg Road and Yarralea Street. The entrance is located at the chamfered north-east corner. The building consists of various roof sections indicating some staged construction on the site and typically clad with metal sheeting.

A brick parapet extends the length of the Heidelberg Road facade with a partial return to Yarralea Street and its detailing is indicative of Interwar period design. It is divided into three sections (relating to the original three premises) defined by capped brick piers. The parapet has been overpainted but the original format of contrasting materials and textures remains evident (refer historic photograph below) – red brick against grey smooth and roughcast render. The piers mostly have a smooth rendered finish with a central brick strap and the intervening areas are mostly roughcast render (the panels are fixed over) defined by a soldier brick course above (but below the rendered parapet edge) and stretcher courses below (the upper one of which is projecting). Similar detailing is evident to the lower short return on Yarralea Street however the parapet to the chamfered corner is differentiated by having a smooth rendered finish.



Heidelberg Road (north) elevation



Yarralea Street (east) elevation

The shopfronts are typical of the Interwar period and consist of a recessed entry, large shopfront windows with lower masonry stallboard, framing with highlights (often overpainted) and a cantilevered awning, whose soffit is lined with a narrow corrugated sheet metal. The outermost windows on the Heidelberg façade retain curved sections of timber mouldings (possibly original) and there is an original section of moulded tiling to the pier/wall at the west end of the façade.



Yarralea Street (east) elevation – parapet detailing


Yarralea Street (east) elevation

The Yarralea Street elevation has a much lower parapet so that the long gable roof section, clad in corrugated sheet metal, is widely visible. The brick walls in stretcher bond are painted and a concrete lintel extends above all the openings except for the vehicular entry at the southern end.

The regular pattern of openings remains intact consisting of two doorways and several windows. To the north end, there are timber windows with brick sills though at the southern end the windows have been truncated and glass bricks have been introduced. The doorways have a toplight and largely glazed timber-framed door. The extant joinery to the windows and doors are likely not original but possibly indicative of the original types.

History

The subject site formed part of Crown Portion 120, Parish of Jika Jika, comprised of 122 acres purchased by Sydney based merchant Charles William Roemer in 1840.[1] It was one of several similarly narrow allotments with frontages to the nearby creeks and the Yarra River.[2] The rich soil, topography of the land, and close proximity to the Yarra River was considered desirable.[3] Heidelberg Road was located to the south of the allotments and was developed along the line of an earlier track leading to Heidelberg. The road served as an early transport route for those travelling to and from Heidelberg and includes sections of what is now Fairfield and Alphington.

Development along Heidelberg Road remained sparsely settled.[4] Alphington Village was established by William Montagu Manning (Solicitor General of Sydney) who acquired Roemer's original Crown Allotment 120 in 1852 and, seeing potential for a resting place on the way to Heidelberg, subdivided the land into 130 lots of varying sizes, including provision for shops on both sides of Heidelberg Road.

From 1853, lots from the 'Alphington Estate' were offered for sale. The land was slow to sell however, with only 16 sales by the end of 1856. Amongst the earliest buildings in Alphington were a general store with post office, a bakery, and at least two hotels. The former butcher shop at 756-8 Heidelberg Road was built circa 1860 and is the oldest surviving commercial building of the original Alphington Village. The Wesleyan Chapel constructed circa 1859 on the north side of Heidelberg Road also remains.

A building had been erected on the subject site by 1887 and was acquired by storekeeper, John McKillop who continued to occupy the building until at least 1900.[5] That same year, land to the south of Alphington Village was subdivided and advertised as Knockando Estate which comprised of '58 splendid villa sites.' [6] The following auction notice shows the subdivision and buildings in Alphington Village about Yarralea Street. The village catered to travellers as well as local residents and consisted of

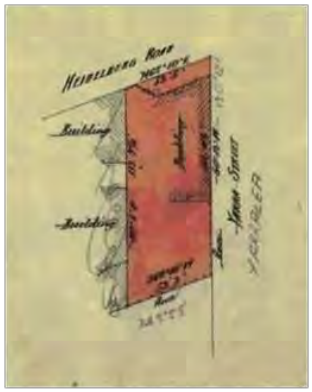
1 Landata, Parish of Jika Jika J16(5)
2 A Lemon, The Northcote Side of the River, p7
3 City of Darebin, www.darebin.vic.gov.au
4 A Lemon, The Northcote Side of the River, p50
5 Auction Notice dated 1887, State Library of Victoria; Certificate of Title, vol.1886/folio 096, 1st edition – McKillop died in 1902; Sands & McDougall directory, 1900, p80
6 Auction Notice dated 1887, State Library of Victoria

several small shops including a baker, butcher, store, small cottages and residences. There was also a police station, post office, Alphington Hotel and the Wesleyan Church.



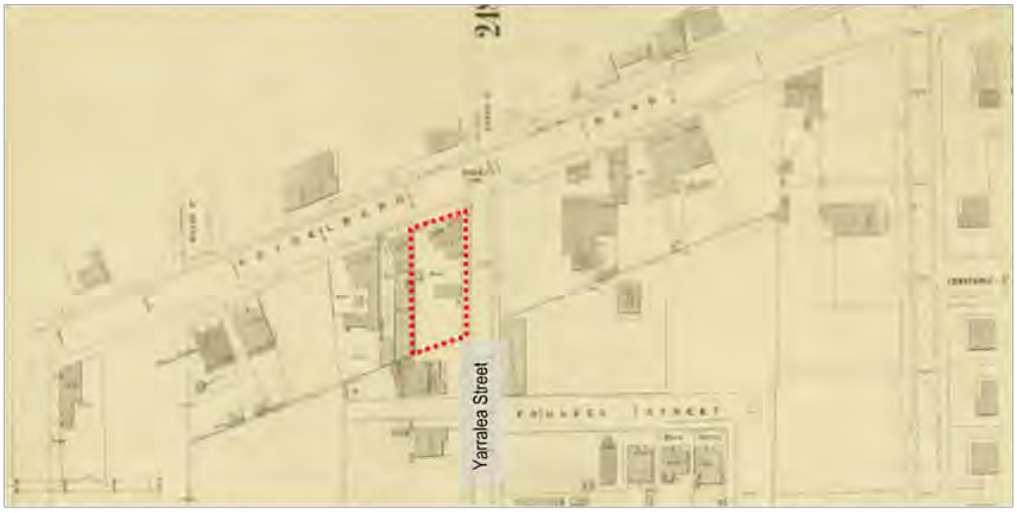
Extract from an auction notice for Knockando Estate in Alphington dated 1887, showing the development existing along Heidelberg Rd at that time. Yarra Street is to the centre of the image and Lucerne Estate is to the bottom of the image.
(Source: State Library of Victoria)

An 1887 plan provides further detail about the subject site. The Heidelberg Road frontage measured about 53.5 feet while the Yarra Street (now Yarralea Street) frontage measured 160 feet. McKillop's store is positioned at the front of the site and has an angled street façade. The extant former butcher shop is also evident.



Plan of the subject site in 1887
(Source: Certificate of Title, Vol.1886 Fol. 096)

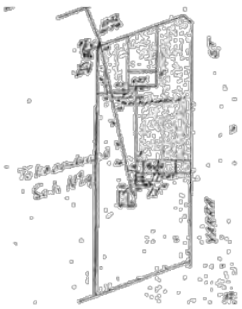
By 1914 some of the buildings on the south side of Alphington Village had been demolished. Some buildings such as the former butcher shop remained with additional structures constructed to the rear. The earlier McKillop's store at the subject site had been demolished and replaced with several timber buildings with verandahs, fronting Heidelberg Road.[7] Smaller timber structures were situated in the middle of the site.



1914 MMBW Detail Plan 1318 showing Alphington Village at the east end of Heidelberg Road - about Yarralea Street, Alphington. The subject site is indicated and consists of several timber structures. (Source: SLV)

Grocer, Mrs Mary Kennedy, occupied the subject site from at least 1916 to 1921 at which stage it was transferred to James Ryan, a hotelkeeper of Heidelberg Road.[8] James Ryan, hairdresser and tobacconist, was listed at the site in 1922 (then no. 383).[9]

In September 1922, Henry Thomas Rust – a farmer residing nearby at 19 Yarra Street, Alphington – acquired the site.[10] It is not certain whether Ryan or Rust redeveloped the site, but at this time the original timber structures were replaced by the front part of the extant building, which was then comprised of three sections – two small premises and a larger corner premises (refer following).



Property Sewerage Plan dated September 1922. The footprints of the three original shops are outlined.
(Source: Yarra Valley Water, Plan No. 101207-3)

7 MMBW Detail Plan No. 1318, dated 1914.
8 Certificate of Title, vol.1886/folio 096; Sands & McDougall directory, 1916-1921. The subject site is listed as no. 383.
9 Sands & McDougall directory, 1922-1923
10 Certificate of Title, vol.1886/folio 096, 1st edition

In 1923, H T Rust was identified at the site as a hairdresser and tobacconist (possibly an error) and in 1924, H T Rust was listed again as such, in addition to an adjoining unnumbered premises with a draper, John Foley. In 1925, H T Rust was identified as an estate agent at no. 381 as well as A Leithoff, hairdresser and tobacconist, and Phillip V McGavin, billiard saloon, both at no. 383.[11] A year prior, a billiard license had been transferred from Rust to McGavin.[12] The billiard saloon continued to operate at the site until 1931.[13]

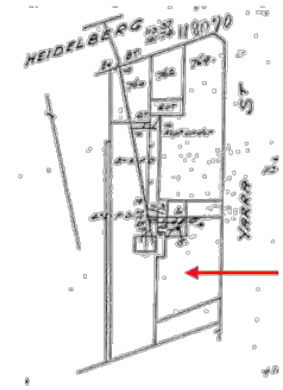
By the early 1920s the Fairfield-Alphington region had experienced a steady increase in the number of residential and commercial buildings. The south side consisted of a combination of primarily small commercial premises, including grocers, cycle builders, a confectioner, and a bootmaker, with some residential buildings.[14] During the 1920s to early 1930, other occupants at the site included a bootmaker and fruiterer.[15] From about 1935 to 1965 the shop at no. 760 was leased to several boot repairers including F Fletcher from circa 1935 to 1950. The central shop at no. 762 was leased to a confectioner, Mrs D Stevens in 1938 before operating as a cake shop from circa 1942 to 1955.

In June 1938, Hilda Mary Cooper of Cedric Street, Ivanhoe acquired the site.[16] From that time until circa 1970, the corner premises at no. 764 was occupied by knitted goods manufacturer, A. Cooper. For over a decade though (from 1938 to 1950) it seemed to also accommodate a hairdresser.[17] In April 1939, the A T Cooper and Co P/L – 'knitting mill proprietor and manufacturers of woollen goods and warehouseman' – was established with £3000 capital. The two subscribers were Alan T Cooper, manufacturer of 16 Station Street, Aspendale and Robert N Vreland, solicitor of 430 Little Collins Street, Melbourne.[18] In the 1937, Alan Theophilus Cooper had been identified as a mechanic living in Cedric Street, Ivanhoe, in the same street/at the same address as Hilda Mary.[19]

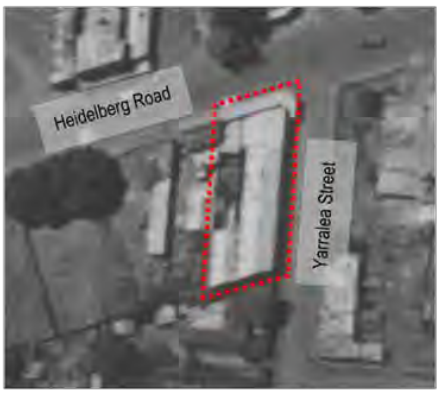
The late 1930s saw an increase in wool textile manufacturing in a bid to aid in Australia's war effort.[20] Local woollen mills intensified production to meet the demand for woollen goods such as blankets, rugs, hosiery and other knitted goods. It is not known what products the newly created company of A. Cooper sold however his business would have been impacted by the wartime demands that were placed on the textile industry. By 1940 Cooper had expanded their knitting manufacturing business and a narrow building was constructed on the south half of the site.[21]

By 1945 Cooper had further expanded, as evident in a historic aerial.[22] The rear building had been extended north to form the extant gable roof on the east side of the site and a smaller building had been constructed in the south west corner of the site. The gable roof, skillion roof and street canopies of the three shops in the north part of the site are also evident.

11 Sands & McDougall directory, note that the listings were typically delayed by a year
12 'Law Notices', *Age*, 14 March 1924, p6
13 Sands & McDougall directory, 1925-1933. In 1933 the building is renumbered as no. 764.
14 Sands & McDougall directory, 1919, p104
15 Sands & McDougall directory, 1922, p96
16 Certificate of Title, vol.1886/folio 096, 1st edition
17 Sands & McDougall directory, 1938, 1945
18 'New Companies', *Herald*, 29 April 1939, p2
19 Electoral Role 1937, subdivision of Ivanhoe, p19
20 'Local woollen mills helping in war effort.' Herald, 22 June 1940, p6
21 Yarra Valley Water, Property Sewerage Plan, Plan No. 101207-0
22 Landata, Melbourne and Metropolitan Area Project, Project No. 5, Run 27, Frame 59523, 1945



The Property Sewerage Plan dated 1940 shows a second building was constructed to the rear of the site indicating the expansion of knitted goods manufacturer, A T Cooper Py Ltd.
(Source: Yarra Valley Water, Plan No. 101207-0)



An aerial photograph dated December 1945
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 27, Frame 59523)

In 1952, ownership of the site was transferred to A T Cooper & Company P/L, who retained it until 1969, when it was sold to Lawrence Valentine Rigby, used car proprietor and Doreen Muriel Rigby.[23] In 1970, A T Cooper, drapers were listed at no. 760 with TAB of Victoria at no. 762 and State Savings Bank (SSB) at no. 764. Both TAB and SSB were listed in 1974 but Cooper was not listed at no. 760.[24]

Subsequently the three premises have been consolidated and the Heidelberg Road shopfront entrances modified. Despite changes to the original shopfronts, the division of the three premises and early timber mouldings remain. Toplights are likely concealed by extant sheeting and other early building fabric beyond this may survive.

A historic photograph dated 1982 shows the original presentation of the parapet. Render with contrasting red brick soldier course detail is evident below the parapet edge.[25]



Photograph dated 1982 showing original presentation of parapets
(Source: Darebin Archives LHRN3652)

23 Certificate of Title, vol.1886/folio 096, 1st and 2nd editions
24 Sands & McDougall directory, 1974, p11
25 A soldier course is a set of bricks laid vertically with the narrow face exposed.

Thematic Context/Comparative Analysis

- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 8 (revised May 2017)
- City of Yarra, Review of Heritage Overlay Areas 2007, Appendix 7: Individually significant places not from the main development era (revised May 2008)
- City of Yarra Heritage Review (Allom Lovell and Associates, 1998)
- City of Northcote Urban Conservation Study (Graeme Butler, revised February 1983)

Known comparable places in the City of Glen Eira
To date, many Interwar period factories and warehouses that have been included as an individual overlay consist of iconic landmark factories or complexes that are often built on a much larger scale than the subject building:

- Dimmeys, 140-160 Swan Street, Cremorne (HO335). The grand two storey drapery store was built in stages between 1907 and 1918 and extended in 1986. The brick building was designed in the American Romanesque style by notable architects H W & F B Tompkins and consists of large plate glass windows (that have replaced original display cases at ground floor) and a four storey clock tower surmounted by a dome.[26] The ground floor functions as a showroom, similar to the subject building.
- Rosella Factory Complex Precinct, 57 & 64 Balmain Street, Cremorne (HO349). The Rosella complex was designed by architect J E Burke and established in 1905 with subsequent buildings constructed during the 1920s. Elements include parapets and saw-tooth roofs, large window openings at street level (previously with multi-paned glazing) rendered concrete lintels and a combination of timber and steel-framed doors and windows.[27]

Interwar period factories/warehouses/showrooms have also been included as individually significant or contributory buildings within precincts:

- MacRobertson Pty Ltd, confectionary works offices, former, 214 Argyle Street, Fitzroy (part of HO334 South Fitzroy Precinct). The single storey factory building was constructed in 1937 for manufacturer MacRobertson Pty. Ltd. Designed in the Moderne style the rendered façade features a banded parapet, overpainted brick work detailing and large steel framed multi-paned windows.
- London Baby Carriage Manufacturers Pty Ltd, Factory and showroom, 151-161 Bridge Road, Richmond (part of HO310 Bridge Road Precinct). The factory and showroom was built in 1941 for Hilda and Ruby Wrixon and is located on a corner site. The single storey brick building was designed in the Moderne style and features a parapet with horizontal banding which has been painted. The street façade consists of large expansive window openings.
- 33 Spensley Street, Clifton Hill (part of HO316, Clifton Hill East Heritage Overlay). Not significant. Brick factory/warehouse, now units constructed in 1925. Façade largely intact.
- Pelaco Factory (& Sign), Former, 21-31 Goodwood Street, Richmond (part of HO332C Richmond Hill Precinct). Individually significant. Large industrial complex associated with Australian shirt manufacturer, Pelaco constructed circa 1922. The utilitarian four storey brick building consists of a rendered upper floor, large steel framed windows and an early neon sign\

Condition
Good

Integrity
Mostly intact

Previous Assessment
N/A

26 Statement of Significance, Dimmeys, VHD.
27 Statement of Significance, Rosella Factory Complex Precinct, VHD.

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 760-764 Heidelberg Road, Alphington



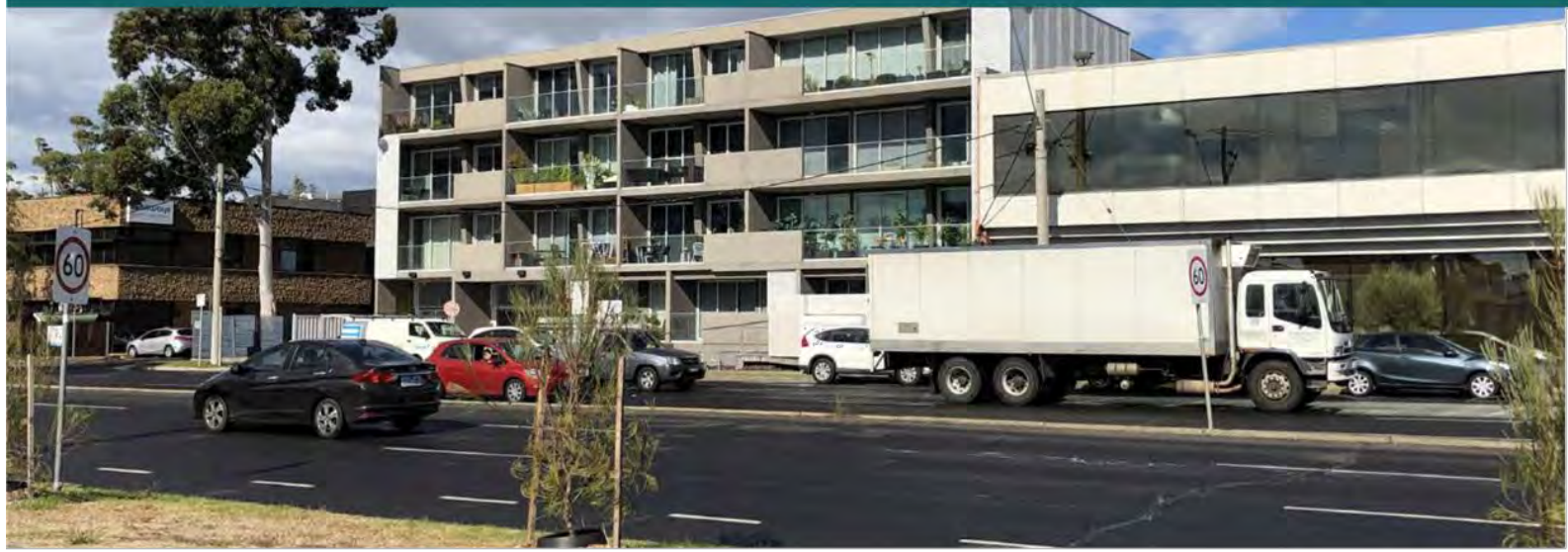
Recommended extent of heritage overlay
(Source: Nearmap 2019)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Part 2: **Heidelberg Road Built Form Framework**

DESIGN STRATEGY & RECOMMENDATIONS

PREPARED FOR THE CITY OF YARRA



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Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

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Prepared by Hodyl + Co
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Bec Fitzgerald

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November 2019

Version E

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Contents

This is **Part 2** of the Built Form Framework prepared for the Heidelberg Road Corridor on behalf of the City of Yarra. It incorporates the development of an urban design strategy and specific built form recommendations for the commercial zoned land on the southern side of the road corridor in Fairfield and Alphington.

Part 1 incorporates the urban context analysis that informs the development of this strategy and provides further background to the recommendations included in this Part 2 Report.

Part 1 incorporates:

- The existing strategic planning context for the study area (Section 2)
- The existing local planning context (Section 3)
- The existing physical and character attributes of each precinct (Section 4).

Part 2

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Overview

Heidelberg Road is a major arterial road that connects the suburbs of Fairfield and Alphington to the central city in the south-west and to the north-eastern suburbs. The road is dominated by heavy traffic and characterised by a generally poor public realm with indistinctive low-rise warehouses and commercial buildings lining the street.

The exception is found within the Heidelberg Road Neighbourhood Centre which includes intact shopfronts and a small number of heritage buildings, as well as the Porta site in the west, which includes a heritage warehouse and brick chimney which is an important landmark within the precinct.

The study area for this report includes three precincts:

- Precinct 1 - Yarra Bend
- Precinct 2 - Fairfield Commercial
- Precinct 3 - Heidelberg Road Neighbourhood Activity Centre

Strategic and design objectives have been established for the corridor. These have been applied and tested within this report to determine appropriate development controls within each precinct.

This study only considers land on the southern side of the street, within the City of Yarra.

Delivering on strategic objectives

The following strategic objectives have been established which guide the overall scale of development along the corridor.

1. Recognise that the development scale on the former Alphington Paper Mills site is strategically positioned as the highest scale of development intensification along the corridor.
2. Recognise the sites to the immediate east and west of the former paper mills site as strategic sites given the proximity to this urban renewal area, access to multiple street frontages and site size.
3. Recognise the Porta site as a strategic site due to its large size and capacity to support multiple buildings, housing diversity and new pedestrian connections to the park.
4. Support a 'moderate' scale of development intensification on all other sites within Precincts 1 and 3.
5. Support a 'moderate' scale of development intensification for commercial uses only in Precinct 2.
6. Deliver well-designed, durable and adaptable developments on all sites, including support for commercial uses in the lower floors of all buildings.

This is summarised in Figure 1.

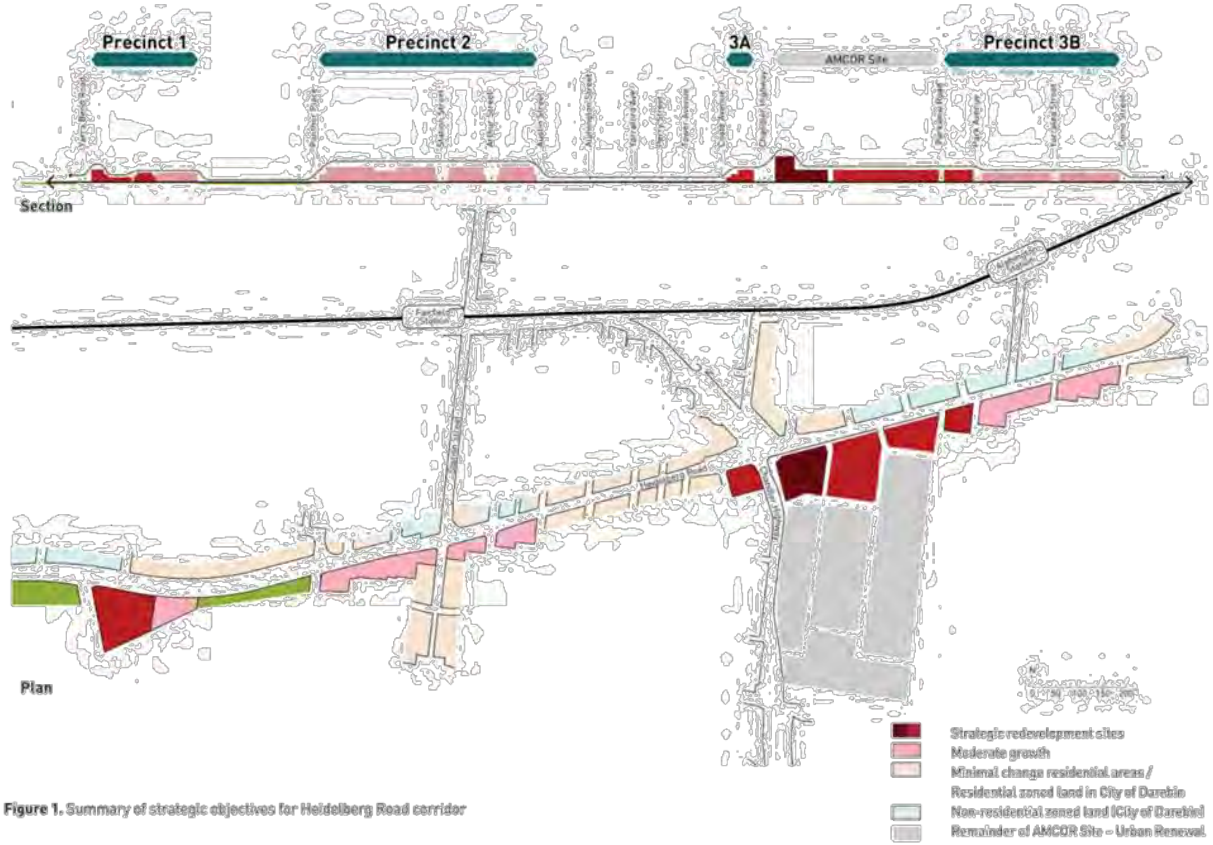


Figure 1. Summary of strategic objectives for Heidelberg Road corridor

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Delivering good quality design outcomes

The following design objectives have been established which guide the form (heights and setbacks) and design quality of new buildings.

1. Improve the quality of the public realm through increased activation and enhancement of the pedestrian environment.
2. Establish a new preferred character for each precinct that responds to the existing context.
3. Carefully manage the impact of new development on sensitive land uses to the south.

These design objectives have been considered at two scales:

- Corridor-wide considerations where common attributes that occur along the whole corridor are assessed and proposed controls developed that can apply generally across all new development.
- Precinct-specific considerations where the locally specific context must be taken into account to determine appropriate development controls.

The range of considerations and the planning controls proposed to respond to them are articulated in Figure 2.

Precinct-specific considerations

Create a new **positive street character** by framing the street with high-quality buildings while maintaining a sense of openness, ensuring that buildings are not visually dominant when viewed from within the street.

This is achieved by applying **street wall height and upper level setback** controls that respond to specific conditions within each precinct, including the need to respond to the scale and design of existing heritage buildings and street widths.

Recommended street wall heights vary from **2 to 6 storeys**. Above this a **6 metre setback** is proposed (with additional upper levels setback at a 45 degree angle in Precinct 3B).

Corridor-wide considerations which generally apply to all development across the study area.

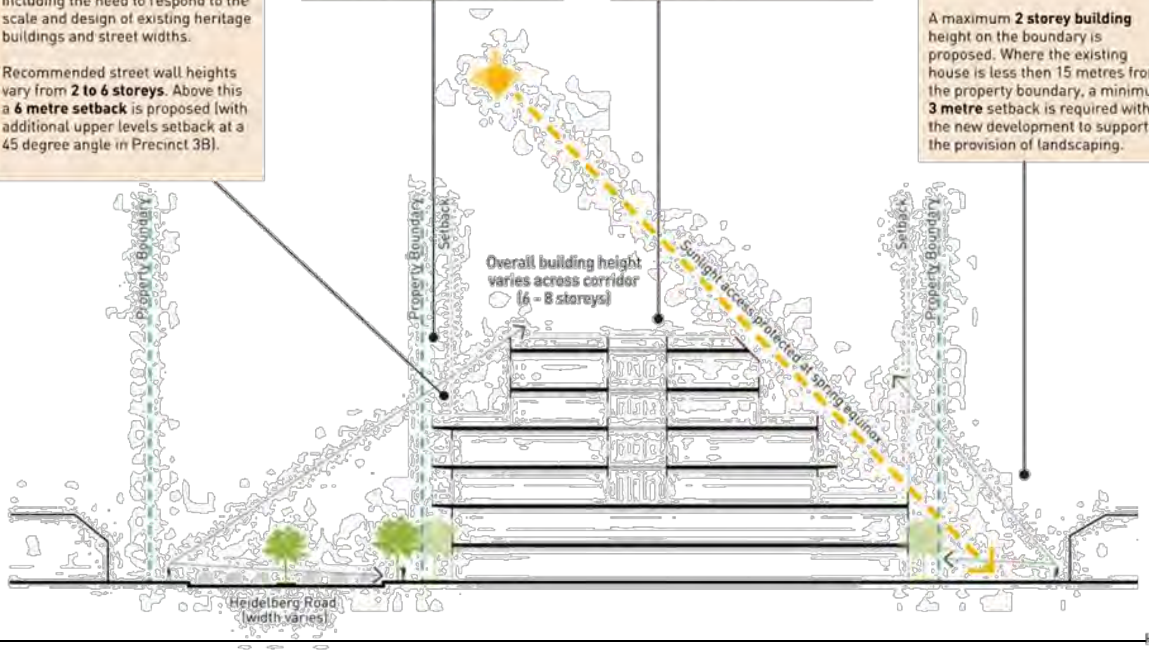
Create a more **welcoming and attractive street** through the inclusion of a **front setback control**. This requires developers to setback new buildings from the street to create more pedestrian space, opportunities for additional tree planting and more street-based activity.

A **3 metre** setback is recommended for the majority of the corridor.

Create **liveable apartments and office buildings** with good levels of natural light, outlook and privacy. **Building setback and separation controls** ensure that there is adequate distance between buildings on the same or adjacent properties. Setback distances are related to the building height and internal use, with primary living spaces and balconies requiring greater separation.

Protect the **amenity of adjacent residential areas**, addressing potential impacts from overshadowing, visual bulk and reductions in privacy, through the inclusion of a **rear interface control**. This designates the form of new buildings (heights and setbacks) along the property boundary that directly interfaces with existing residential sites to the south.

A maximum **2 storey building** height on the boundary is proposed. Where the existing house is less then 15 metres from the property boundary, a minimum **3 metre** setback is required within the new development to support the provision of landscaping.



What determines overall building heights?

Overall building heights are determined by the integration of the strategic objectives and design objectives (corridor-wide and precinct-specific design considerations) including:

- Supporting the preferred overall scale of development (based on strategic planning context).
- Establishing a preferred character within Heidelberg Road.
- Mitigating the visual impact of upper levels when viewed from adjacent residential sites.

A significant amount of built form testing has been included within this report. The following building heights are proposed for each development scale:

- Strategic redevelopment sites - 8 storeys.
- Moderate growth sites - 6 storeys.

Figure 2. Summary of design objectives and recommended planning controls.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

1. Developing a built form framework

1.1 Establishing strategic objectives

The study area is a linear corridor of single-depth sites that front directly to Heidelberg Road[1]. It includes three precincts:

Precinct 1 - Yarra Bend
Commercial 1 zoned (CZ1) land that is immediately adjacent to large parklands which front the Yarra River. The site includes the Porta construction site which includes a large heritage industrial warehouse and distinctive brick chimney.

Precinct 2 - Fairfield Commercial
Commercial 2 zoned (CZ2) land in relatively close proximity to the Fairfield Neighbourhood Activity Centre. The areas to the immediate south are zoned Neighbourhood Residential and include predominantly 1-2 storey, detached housing.

Precinct 3 - Encompasses the Heidelberg Road Neighbourhood Activity Centre and is in close proximity to the Alphington train station. The precinct has two distinct sub-areas:

- **Precinct 3A - Alphington West**
  A single, large site to the west of the former Alphington Paper Mill site on the corner of Chandler Highway and Heidelberg Road. The site is zoned Commercial 1 and interfaces directly with Neighbourhood Residential zoned areas to the west and south. The Yarra Housing Strategy identifies this site as the western extension of the Neighbourhood Activity Centre.
- **Area 3B - Existing Heidelberg Road Neighbourhood Activity Centre**
  This includes a number of heritage, narrow-fronted buildings. It is also affected by an existing Public Acquisition Overlay (PAO) that requires front setbacks from the road reserve in the order of 12 metres.

The Heidelberg Road corridor is located in relatively good proximity to public transport, community facilities and the Yarra River recreational corridor. The redevelopment of the former paper mill site will significant transform the character of the area, bringing a significant number of new residents and expanding the extent of and overall activation within the Heidelberg Road Neighbourhood Activity Centre.

The Commercial 1 zoned precincts (Precincts 1 and 3) are therefore suitably zoned and located to support a greater level of development intensification, in particular for mixed-use developments that incorporate commercial or retail uses at the Heidelberg Road ground floor interface with apartments above.

The Commercial 2 zoned precinct (Precinct 2) supports a greater intensification of commercial uses.

All precincts are relatively undeveloped with 1-3 storey large format showrooms, offices and warehouses. There are two existing 4-storey residential apartment buildings (one in Precinct 1 and one in Precinct 3).

Planning context

There are a number of relevant planning policies and decisions that influence the context of this study.

Clause 21.05 – Built form in the Yarra Planning Scheme

Clause 21.05 provides guidance on the preferred urban design outcomes sought in the municipality, including building heights. Specifically it includes:

- Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development. Within this objective is included:
  - Strategy 17.1 - Ensure that development outside of activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.
  - Strategy 17.2 - Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits.

Commercial and residential zoning interfaces

It is an established position through VCAT decisions that residential properties next to commercial or industrial zones cannot expect the same level of residential amenity as properties which are located in the middle of a residential zone. Similarly, owners of commercial or industrial properties immediately adjacent to residential properties have to take into consideration amenity impacts on residential properties.

The **City of Yarra's Housing Strategy** (2018) supports the delivery of a 'moderate' scale of housing within the Commercial 1 Zoned precincts. This includes support for increased residential densities and housing diversity through a mix of infill and shop-top apartment developments.

Of specific relevance to the Heidelberg Road Corridor the study notes:

- Heidelberg Road is anticipated to take a significant amount of residential growth. The majority of this will be concentrated within the former Alphington Paper Mill site.
- The former paper mill site is identified as a 'High change area' on the Strategic Housing Framework Plan.
- The CZ1 land is identified as 'Moderate change area'.
- The C2Z area is designated a 'Non-residential area'.
- The residential zoned areas surrounding the corridor are noted as 'Minimal change area'.

The **City of Yarra's Spatial Economic and Employment Strategy** (SEES), 2018, identifies the changing nature of the local economy as it shifts from a manufacturing and industrial hub to a knowledge, services and creative industries driven economy.

The strategy includes a strategic direction to retain Commercial 2 zoned land to support a diversity of business and employment opportunities.

Recent planning applications

Planning applications have recently been made for two mixed-use developments at 582 and 718 Heidelberg Road (both in Precinct 3). Both applications were considered at VCAT following Council's objections. A range of issues were identified including that both buildings were considered too tall for the specific local context.

- The application at 718 Heidelberg Road, a site of approximately 3,000m² immediately to the east of the former Alphington Paper Mill site, was approved with a condition that it be reduced from 8 to 5 storeys. The relationship of the 8 storey building to the existing residential context was considered unacceptable as it 'presents as overwhelming in scale and approaches too close to its neighbours to the south'[2]. The VCAT decision also notes that Council's condition to reduce the building to 5 storeys was 'possibly too conservative'.
- 582 Heidelberg Road, a site of approximately 3,700m² immediately to the west of the former paper mill site, was refused a permit for a 13-storey high building. A taller building was supported on the corner of Chandler Highway and Heidelberg Road, however, the visual bulk of the proposed development was considered to detrimentally affect the 'character and 'feel' of that neighbourhood.[3]

In both cases, however, support for mixed-use developments and a degree of development intensification was supported.

Strategic Objectives

The overarching built form response to the corridor is therefore driven by the following objectives:

1. Recognise that the development scale on the former Alphington Paper Mills site is strategically positioned as the highest scale of development intensification along the corridor.
2. Recognise the sites to the immediate east and west of the former paper mills site as strategic sites given the proximity to this urban renewal area, access to multiple street frontages and each site size.
3. Recognise the Porta site as a strategic site due to its large size, and capacity to support multiple buildings, housing diversity and new pedestrian connections to the park.
4. Support a 'moderate' scale of development intensification on all other sites within Precincts 1 and 3.
5. Support a 'moderate' scale of development intensification for commercial uses only in Precinct 2.
6. Deliver well-designed, durable and adaptable developments on all sites, including support for commercial uses in the lower floors of all buildings.

The application of these objectives within all precincts is the core subject of this report and will determine the scale and form of new development.

1 There is one property within the study area that fronts Park Avenue and not Heidelberg Road.
2 Tribunal decision: Alpks Nominees Pty Ltd v Yarra CC VCAT 1315 (22 October 2018 – PLN17/0048)
3 The Churches of Christ Vic Tas v Yarra CC [2019] VCAT 942 - PLN17/0698. Disclosure: Leanne Hodyl provided expert urban design evidence to Yarra CC for this case.
4 Heidelberg Road Built Form Framework | Hodyl + Co

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

1.2 Determining design objectives & principles

Design Objectives

The urban design approach is founded on 3 key objectives which respond to the analysis of the existing physical context which is included in the Part 1 report. These are:

1. Improve the quality of the public realm through increased activation and enhancement of the pedestrian environment.
2. Establish a new preferred character for each precinct that responds to the existing context.
3. Carefully manage the impact of new development on sensitive land uses to the south.

For each objective, the existing context is outlined and the design principles to deliver on the objective in response to these existing conditions are articulated.

These design principles guide the development of corridor-wide and precinct-specific design controls.

1. Improve the quality of the public realm through increased activation and enhancement of the pedestrian environment.

Existing context

The current quality of the public realm is poor across all three precincts due to the:

- Dominance of traffic along the corridor. At present, it is foremost a vehicular thoroughfare, with limited qualities that invite people to spend time in each precinct.
- Narrow footpaths in many locations that are unsuitable to support development intensification.
- Limited on-street parking which means pedestrians are often immediately adjacent to fast-moving vehicles.
- Limited street activation.
- Multiple vehicular crossovers which compromise pedestrian comfort and safety.
- Minimal street tree planting to mitigate the negative impacts of high traffic volumes and narrow footpaths.
- Limited pedestrian weather protection.

A number of sites have landscaped ground floor setbacks which do improve the pedestrian experience by providing some visual relief within the street, opportunities for planting and additional pedestrian circulation space.



Figure 3. Example of minimal street tree planting, limited weather protection and immediate proximity of footpaths to high traffic volumes.



Figure 4. Example of a landscape setback which provides some visual relief and opportunities for greening to improve the quality of the pedestrian experience.



Figure 5. Example of poor street activation - at grade car parks front directly onto street.

Design principles

Without a significant reduction in traffic volumes there are major constraints within the road corridor to improve the quality of the public realm. The following design approaches are therefore imperative to improve the quality of the public realm.

- Increase activation of Heidelberg Road by requiring active street edges in all precincts.
- Improve pedestrian comfort and accessibility through inclusion of ground floor setbacks to the street where the existing conditions for pedestrians are poor and heritage fabric is not compromised.
- Provide additional opportunities for greening of the street within the front setback.
- Incorporate weather protection at entrances within the front setback and continuous weather protection in the Heidelberg Road Neighbourhood Activity Centre.
- Locate all future carparking underground in basements.
- Locate vehicular crossovers from rear lanes or side streets where possible.
- Rationalise the number of existing crossovers to Heidelberg Road where multiple crossovers exist on single sites.
- No additional vehicular crossovers are supported on Heidelberg Road.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

2. Establish a preferred character along Heidelberg Road for each precinct that responds to the existing context.

Existing context

Heidelberg Road is fronted by predominantly 1-3 storey commercial buildings, including large format retail, warehouses and offices. There are two, four-storey residential buildings. The lot sizes and shapes vary significantly along the corridor. They include rows of narrow, traditional 'shopfront' sites as well as wide, larger sites that accommodate large format commercial and industrial uses.

The Heidelberg Road Neighbourhood Activity Centre includes traditional fine-grain shopfronts which is distinct from the remainder of the study area.

There are a small number of heritage buildings located within Precincts 1 and 3.

The existing character of the corridor varies within each precinct, however common attributes include:

Positive attributes

- Leafy residential side-streets which provide attractive green street views at intersections.
- Some sites have ground floor setbacks which include landscape treatments such as paving, understorey planting and small trees.

Negative attributes

- Poorly defined street edges, with generally low-scale development and inconsistent street setbacks.
- Sites with at-grade car parking directly fronting the street.
- Generally low-medium quality building design and materials, including a lack of articulation and visual interest.



Figure 6. Example of leafy side street that interfaces with Heidelberg Road (Precinct 2).



Figure 7. Example of a positive attribute - landscape setbacks that create more room for pedestrian movement and landscape treatments, as well as negative attributes - low-medium quality building materials with low levels of street activation and visual interest.



Figure 8. Traditional shop-fronts and heritage detailing in Precinct 3 which contribute to the positive character of the street.

Design Principles

In each precinct:

- Protect existing heritage buildings and support sensitive redevelopment where appropriate.
- Identify & enhance the specific existing valued attributes in each precinct while supporting a moderate level of development.
- Identify the preferred building typologies that align with the preferred new character area and the preferred future uses.
- Frame Heidelberg Road with high-quality development.
- Balance a sense of enclosure and openness within the street through appropriately scaled street wall heights and sufficient upper level setbacks. This will vary in each context.
- Transition buildings heights at corner sites from the Heidelberg Road frontage down to the existing residential side-streets.
- Separate upper level buildings sufficiently to deliver good levels of internal amenity (outlook, privacy and access to daylight and sunlight).
- On deep, narrow lots, party wall construction and the inclusion of generous light-wells are encouraged.

The preferred Heidelberg Road character is further articulated within each precinct proposal to achieve these design principles.

3. Carefully manage the impact on sensitive residential uses and parkland to the south.

Existing context

Precinct 1 immediately interfaces to large parkland areas.

All sites within Precincts 2 and 3 directly interface with residential properties to the south. These properties are within Neighbourhood Residential Zones where limited change in character is anticipated and where a maximum building height of 9 metres applies.

Design Principles

In Precinct 1 ensure development does not visually dominate or unreasonably overshadow the parklands to the south of Precinct 1.

In Precincts 2 and 3:

- Upper levels to be visually recessive when viewed from the private open space of adjacent dwellings.
- Sky-views from within the private secluded open space of dwellings to the south are provided above recessed upper levels.
- Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

1.3 Urban design strategy

The following plan illustrates the application of the strategic and design objectives as an urban design strategy for the study area.

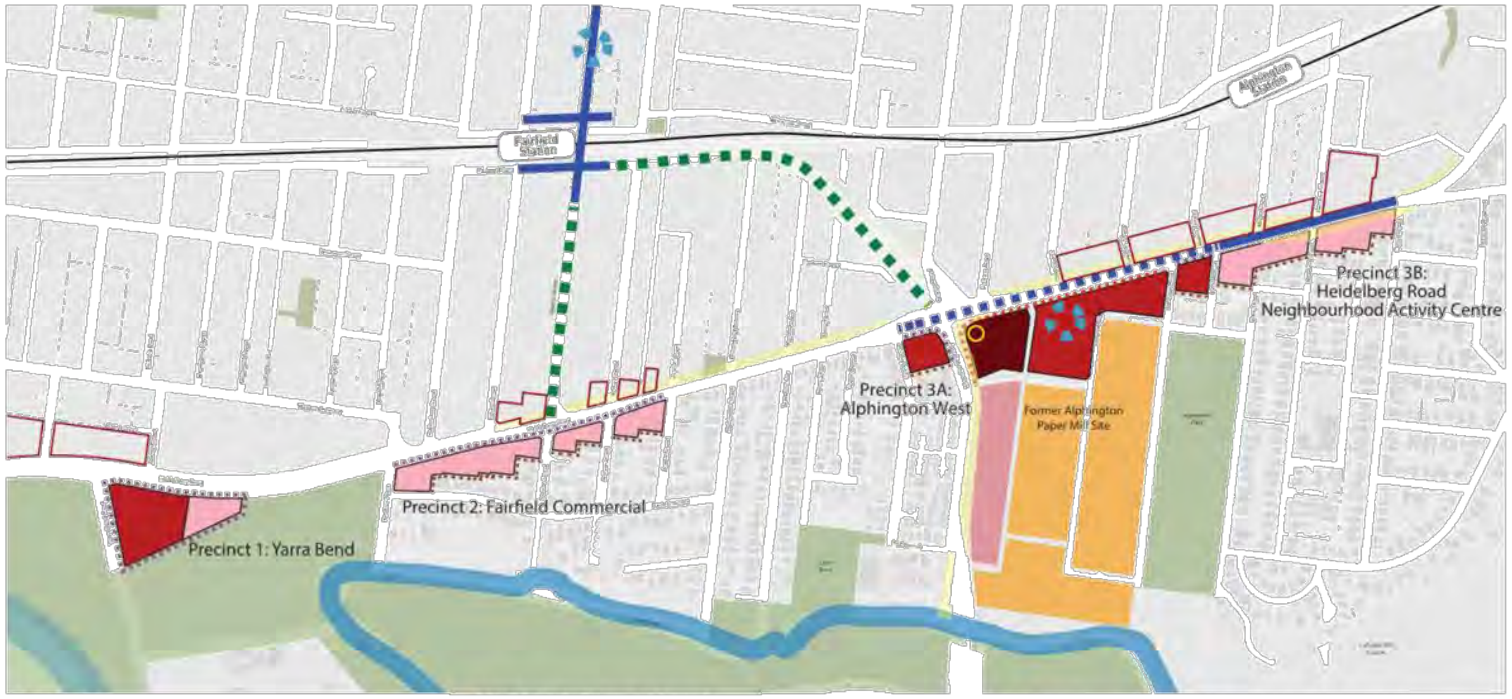


Figure 9. Urban design strategy

Existing Context
- Commercial and industrial zoned areas within City of Darebin
- Existing Neighbourhood Activity Centre
- Existing open space
- Proposed improvements to key pedestrian connections
- Existing Public Acquisition Overlay (PAO)

Established policy for new development
- Emerging part of Neighbourhood Activity Centre
- Activity hub - library / supermarket / shops / cafes
- Improved public realm through inclusion of front setback

AMCOR site building heights

Podium and towers
- 14 storey height limit with 'landmark' corner (17 storeys)

Mid-rise buildings
- 8 storey height limit
- 5-6 storey height limit

Low-rise buildings
- 3-4 storey height limit

Urban design strategy - application of design objectives & principles
- Improve public realm through inclusion of front setback
- Sensitive redevelopment of existing & potential heritage buildings
- Retain views to historic chimney
- Sensitive response to residential interfaces

- Strategic redevelopment sites
- Other sites suitable for 'moderate' development intensification
- Minimal change residential areas

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

2. Corridor-wide considerations

The development of a Built Form Framework for Heidelberg Road can be considered in regards to:

- Corridor-wide considerations that are common along the corridor that occur within each precinct
- Precinct-specific considerations.

The corridor-wide considerations are considered in this chapter. They include:

1. Determining the appropriate standard rear-interface controls that are needed to protect the amenity of existing sensitive residential interfaces to the immediate south.
2. Determining front setback provisions that will improve the quality of the public realm in Precincts 1 and 2 and the western end of Precinct 3.
3. Determining appropriate building separation and upper side setback conditions that will ensure good levels of internal amenity for building occupants.

2.1. Consideration 1 - Rear-interface controls

The study area is defined by the single line of commercially zoned properties that front the southern side of Heidelberg Road and which interface directly with residential zoned properties to the south.[1]

There is often tension created when planning policy objectives that support development intensification in commercial zoned areas seemingly conflict with other planning policies that support the protection of high levels of amenity within residentially zoned areas.

The east-west orientation of Heidelberg Road exacerbates this tension as overshadowing impacts will be more significant than in other orientations.

The key issues that must be addressed when determining appropriate design responses along this interface include:

- Mitigating the impacts of overshadowing
- Minimising the visual impact of bulky or tall buildings
- Ensuring reasonable levels of privacy are delivered.

This must be assessed for two types of interface arrangements:

- Rear to rear boundaries which is the typical condition for mid-block sites
- Rear to side boundaries which is the typical condition for corner sites.

The key building elements that impact the visual, overshadowing and privacy amenity impacts are:

- Height of walls on rear boundaries
- Requirement for ground level rear setbacks
- Setbacks of upper levels from the rear boundary
- Overall building heights.

These elements can be considered for the whole length of the study area as there is a generally consistent relationship between site orientation and interface conditions.

Mitigating the impacts of overshadowing

The Yarra Planning Scheme articulates the minimum sunlight access requirements for secluded private open space within a residential zone. These are defined in Clauses 54 and 55 which designate that 'at least 75 per cent, or 40 square metres with a minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September'.

To test appropriate interface responses to existing sensitive uses to the south (parkland in Precinct 1 and residential uses in Precincts 2, 3A and 3B) detailed overshadowing modelling was undertaken to measure and assess that these minimum requirements can be met.

Boundary wall heights of 4 metres, 7.2 metres (4m commercial + 3.2 residential floor heights), 8 metres (2 commercial floors) and 12 metres (3 commercial floors) were tested. This modelling is illustrated in Appendix A.

The modelling demonstrates that boundary wall heights of up to 8 metres in height can generally meet the overshadowing requirements as specified in the planning scheme.

A summary of the overshadowing impacts of an 8 metre boundary wall height is demonstrated in Figure 10. This illustrates that due to the orientation of rear property boundaries to the direction of sunlight that the depth of shadow into the southern residential properties is generally consistent across the day.

This figure illustrates that adjacent sites that have a deep backyard greater than 11 metres (8 metres, plus the minimum 3 metre depth for sunlight access) can easily meet the minimum Clause 54/55 requirements.

On sites with shallow backyards, the sunlight requirements are either met through sunlight access to a large secluded side yard, or through a ground floor setback within the development site. This is necessary to ensure that the minimum 3 metre depth of sunlight is provided within the secluded private open space immediately adjacent to the dwelling.

In order to understand how upper levels above the boundary wall height might affect overshadowing it is necessary to consider the angle of the sun at the September equinox. There will be an additional overshadowing impact if development is constructed that intrudes into the direct line of the sun coming over the boundary wall height.

Figure 11 demonstrates the angle of the sun above the horizon at the September equinox (called the altitude). Between 11 and 2pm (which meets 3 hour minimum requirement) the lowest angle of the sun is 45 degrees (at 2pm).

Before 11am and after 2pm the altitude angle drops below 45 degrees however the direction of sunlight is coming from a more easterly direction (before 11am) and more westerly direction (after 2pm) with the longer shadows therefore falling on adjacent properties that front Heidelberg Road rather than the residential properties to the south.

1 There is one property within the study area that fronts Park Avenue and not Heidelberg Road.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

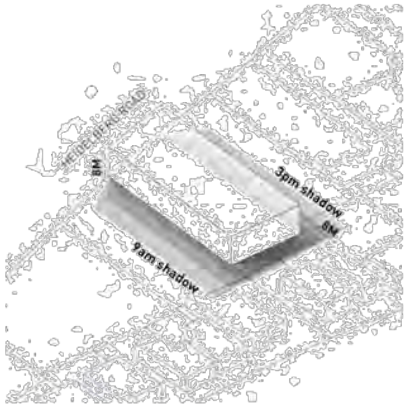
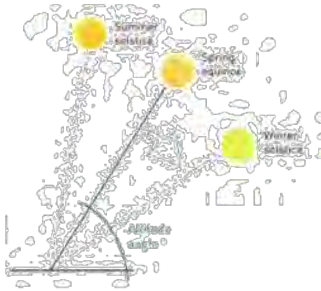


Figure 10. Extent of overshadowing of a 8 metre high wall on boundary at the September equinox. The cumulative overshadowing impacts between 9am and 3pm are demonstrated. The overshadowing impacts generally meet the minimum requirements of Clause 54 and 55 on all sites and interfaces.



Time	Azimuth (°)	Altitude (°)
9:00	61.8	32.2
10:00	47.4	41.9
11:00	29.6	49.2
12:00	5.3	52.7
13:00	341	51.2
14:00	328.1	45.4
15:00	304	36.6

Figure 11. Sunlight angles in Melbourne at the equinox. Between 11am and 2pm the sun altitude angle is above 45 degrees. This is when the direction of the shadow from the boundary wall height falls most directly on the adjacent residential properties (as shown in Figure 10)

Minimising the visual impact of bulky or tall buildings

There are two conditions that have been tested within the modelling:

- Condition 1 - where the adjacent dwelling is setback from the rear property boundary by 15 metres
- Condition 2 - where the adjacent dwelling is setback from the rear property boundary by 11 metres.

Condition 1 represents a small number of properties within the study area. Condition 2 is the more common condition.

Condition 1: Adjacent dwelling is setback 15 metres from the rear boundary.

The visual impact of boundary wall heights of 4 metres, 7.2 metres, 8 metres and 12 metres were assessed, together with three alternate setback provisions for upper levels:

- 6 metre setback
- 45 degree angle setbacks
- 12 metre setback.

Two overall height limits have been tested for each scenario - 5 storeys and 8 storeys. This modelling is included in Appendix B.

The modelling demonstrates and emphasises that the distance that the upper levels are setback and the overall height of the upper levels has a direct bearing on the visual amenity impact from within the private secluded open space within the residential properties to the south.

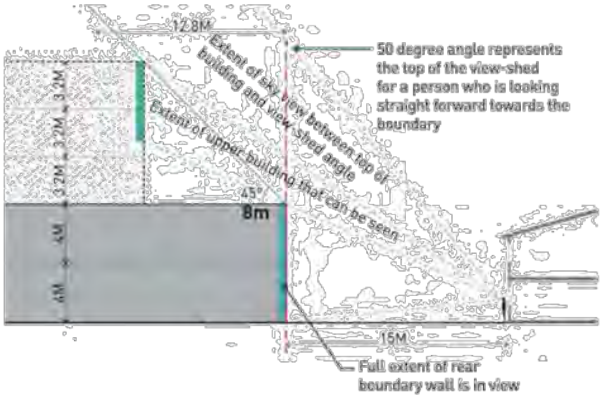
Each scenario was considered against the proposed design principles (see section 1.2) that include:

- Upper levels are to be visually recessive when viewed from within the private secluded open space.
- Sky-views from within the private secluded open space of dwellings to the south are to be maintained above recessed upper levels.

The following conclusions can be drawn from the modelling. For **5 storey** high buildings:

- A 6 metre setback above the boundary wall height is not considered acceptable as upper levels are too visually dominant. (This would also compromise the maximum overshadowing requirements).
- A boundary wall height of 8 metres is not too visually dominant at this distance and meets the design principles.
- A 45 degree setback above an 8 metre boundary wall height does meet the design principles.
- A 12 metre setback for a five storey building does meet the design principles. This is a very similar outcome to the 45 degree angle setback.

Collectively they demonstrate that an overall 5 storey height limit is acceptable with either a 45 degree or 12 metre setback when considering the visual impact on adjacent sites.



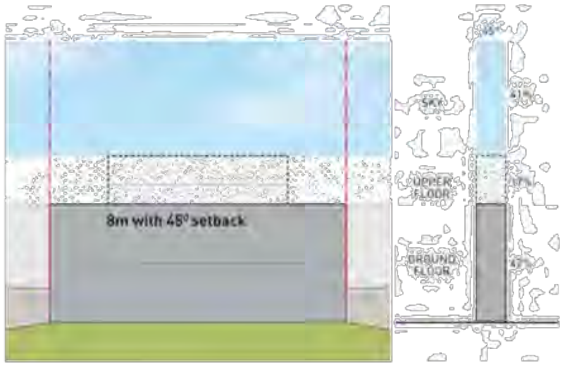


Figure 12. Acceptable degree of visual impact for 5 storey buildings where the adjacent dwelling is 15 metres from the boundary.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

For **8 storey** high buildings only one condition met the design principles:

- An 8m boundary wall height with a 45 degree setback for all upper levels.

This is demonstrated in Figure 13.

Condition 2: Adjacent dwelling is setback 11 metres from the rear boundary.

The same scenarios were tested for condition 2. The following conclusions can be drawn from the modelling. For **5 storey** high buildings:

- A 6 metre setback above the boundary wall height is not considered acceptable and upper levels are too visually dominant. (This would also compromise the maximum overshadowing requirements).
- A boundary wall height of 8 metres is not acceptable as it is too visually dominant.
- A boundary wall height of 7.2 metres is only just acceptable. If the viewpoint was taken from any closer than 11 metres this would no longer be acceptable.
- A 45 degree setback above an 8 metre boundary wall height does meet the design principles.
- A 12 metre setback for a five storey building does meet the design principles.

The key difference between Condition 1 and 2 is the impact of the boundary wall height.

Recent VCAT cases highlight the effectiveness of mitigating the visual impact of the development at ground level through the inclusion of a landscape setback.

This approach was supported in the VCAT cases for 718 and 582 Heidelberg Road. In the case of 718 Heidelberg Road the following position was taken by the tribunal:

- Acceptance that a 3 metre setback could provide sufficient landscape buffer to adjacent dwellings as it can accommodate canopy trees.
- Support for an increased buffer to improve the useability of the landscape space for occupants of the new development.

In the case of 582 Heidelberg Road a 4.5 metre landscape setback was proposed adjacent to a 2.5 storey building height and was generally supported by the applicant, Council, all expert witnesses and the VCAT panel.

Inclusion of a 3 metre setback has been tested in the modelling (see Figure 14) and illustrates the effectiveness of this in reducing the visual impact of the development.

Delivering good design

It is important that good architectural design is also achieved. Within the setback envelope, development should step back in a maximum of two steps to avoid 'wedding cake' outcomes.

Key recommendation

The following rear interface development controls are proposed for all developments sites with direct residential interface. These ensure that overshadowing, visual impact of the boundary wall and upper levels are taken into consideration.

Condition 1 - Rear to rear boundary condition where the adjacent dwelling is sited 15 metres from the boundary:

- Maximum boundary wall height of 8 metres.
- Above this, all upper levels to be setback at a 45 degree angle.

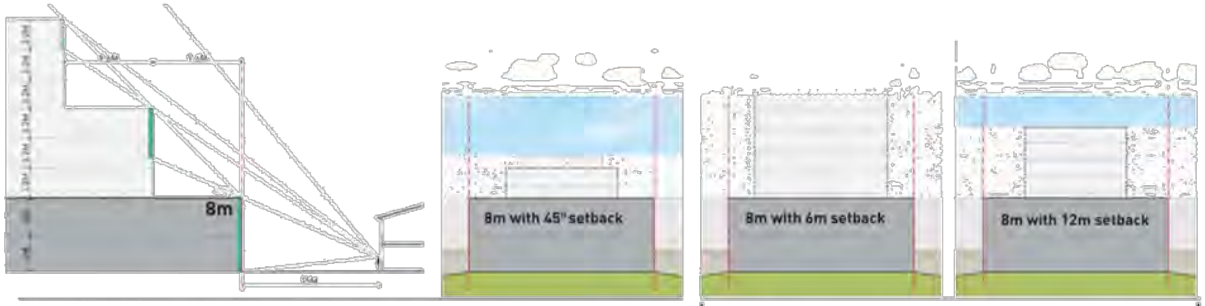
Condition 2 - Rear to rear or rear to side boundary conditions where the adjacent dwelling is sited less than 15 metres from the boundary:

- Minimum 3 metre ground floor setback from the boundary.
- Maximum building height located at the setback distance of 8 metres.
- Above this, all upper levels to be setback at a 45 degree angle.

On all sites, the minimum sunlight access requirements as stipulated in Clause 54 and 55 apply to adjacent secluded private open space and must be considered.

These controls are demonstrated in Figure 15.

For comparative purposes only, the setback requirements of Clause 54 and 55 are also illustrated.



Preferred scenario:
Maximum 8 metre high wall on boundary with upper levels setback at 45 degree angle

Unacceptable scenarios: Maximum 8 metre high wall on boundary with upper levels setback only 6 (left) or 12 (right) metres

Figure 13. Visual impact of 8 storey height limit with different upper level setbacks applied. Note: All views are drawn in one point perspective.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

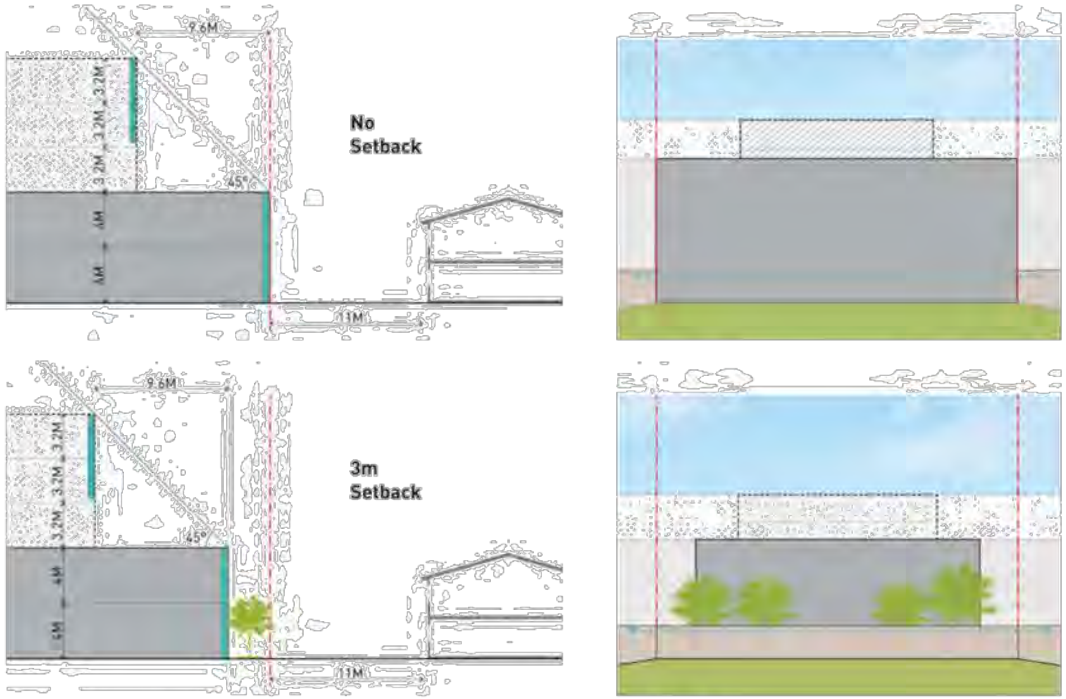


Figure 14. View from 11 metres - no ground level setback (above) and a 3 metre ground level setback (below)

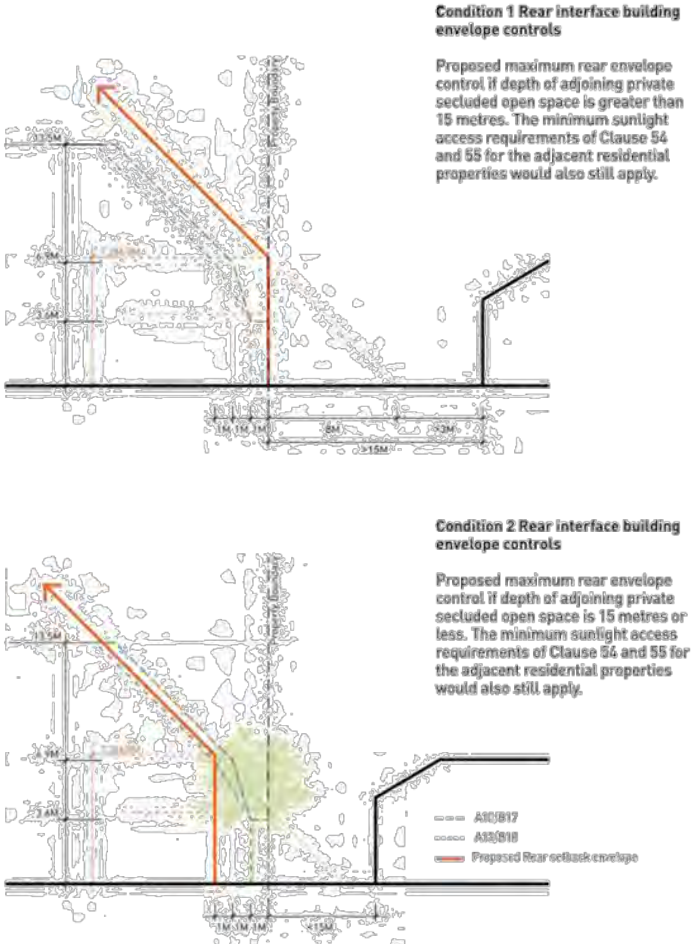


Figure 15. Proposed rear interface controls for Condition 1 and Condition 2. These are proposed as mandatory on all sites.

2.2 Consideration 2 - Front setback requirements

Existing conditions

There are three different footpath and setback conditions across the study area:

- 1-3 metre wide footpaths within Precincts 1, 2 and 3A (with varied building setbacks). There is little opportunity to improve the quality of the public realm within the road reserve as traffic volumes (and therefore carriageways) are unlikely to be reduced.
- The existing fine-grain shopfront area with 1.5-4m wide footpaths and not setbacks in Precinct 3. A setback is not desirable as it will compromise existing valued character and the retention of heritage buildings.
- The areas within Precinct 3 that are affected by the existing Public Acquisition Overlay (PAO) which requires a building setback in the order of 12 metres (east of Yarralea Street) and which narrows west of Yarralea Street.

The existing setback conditions are illustrated in Figures 16 - 29.

Determining appropriate ground floor setbacks in Precincts 1 & 2.

The existing footpath widths in Precincts 1 and 2 vary from 1 to 3 metres. The continuous clear pathway is in the order of 1-2m (clear from tree planting and other street furniture). This is considered too narrow considering the scale of development intensification that is anticipated on the street, and the increased pedestrian volumes that this will introduce.

The poor pedestrian conditions and environment is exacerbated by the high traffic volumes and the lack of on-street parking which means pedestrians are walking immediately adjacent to fast-moving traffic (60km/hr).

Inclusion of a front ground floor setback provides the opportunity to significantly improve this interface as well as provide for better internal amenity, which will support greater development intensification.

The setback distance should be informed by providing sufficient depth to:

- Support further activation of the street through inclusion of outdoor seating space and trading & display space.
- Improve pedestrian access into and out of building entrances and along Heidelberg Road.
- Opportunities to introduce greening into the front setback to soften the streetscape environment.

A modest setback of 3 metres is considered appropriate to achieve these aims (refer Figure 30).

Examples of landscape setbacks are demonstrated through existing developments within the study area (refer Appendix C). While they vary significantly in design quality, they do illustrate an improvement to the pedestrian experience through the creation of more space at the ground floor interface.

Support for ground floor setbacks have also been considered in two of the recent VCAT case:

- Support for a ground floor setback was included in the VCAT decision for 582 Heidelberg Road.
- The VCAT decision for 718 Heidelberg Road noted that a setback could be considered and could add value however would need to be considered through more detailed re-design.

Precinct 1 Existing interface to street



Figure 16. Section location plan

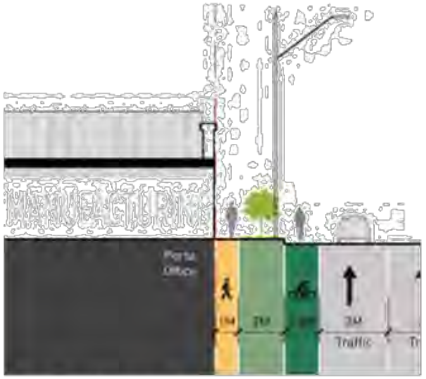


Figure 17. Existing street interface at location 1

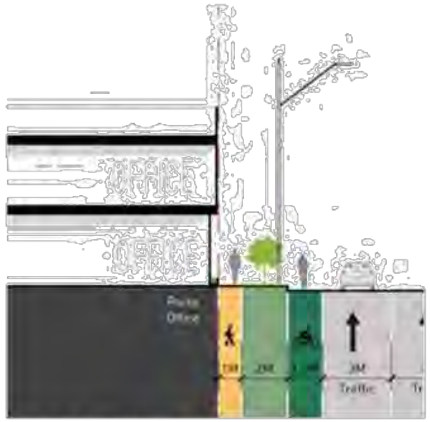


Figure 18. Existing street interface at location 2

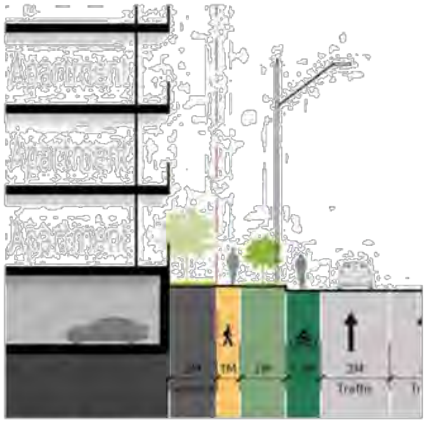


Figure 19. Existing street interface at location 3

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Precinct 2 Existing interface to street



Figure 20. Section location plan

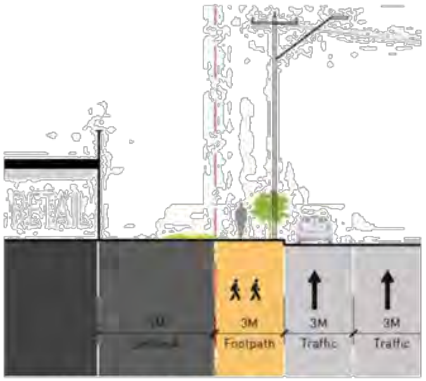

Figure 21. Existing street interface at location 1

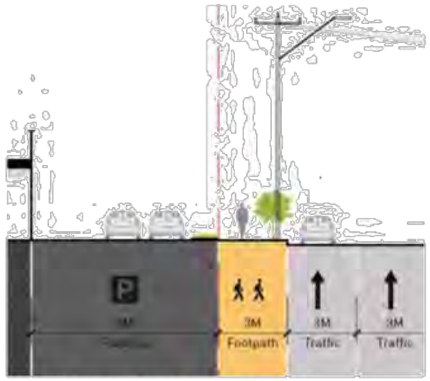

Figure 22. Existing street interface at location 2

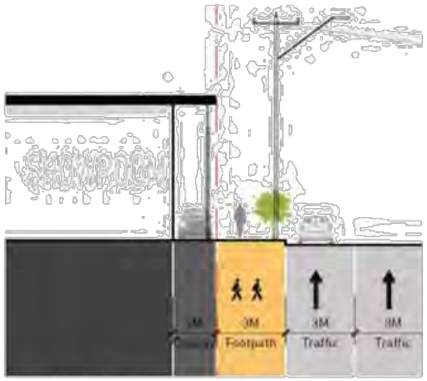

Figure 23. Existing street interface at location 3

Precinct 3A Existing interface to street



Figure 24. Section location plan

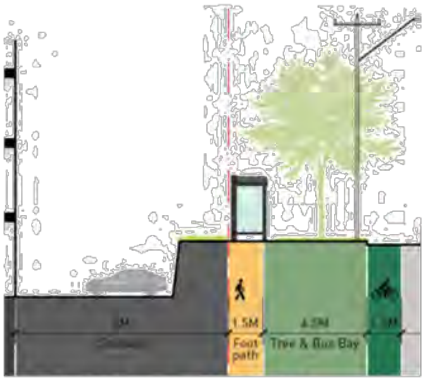

Figure 25. Existing street interface at location 1



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Precinct 3B Existing interface to street

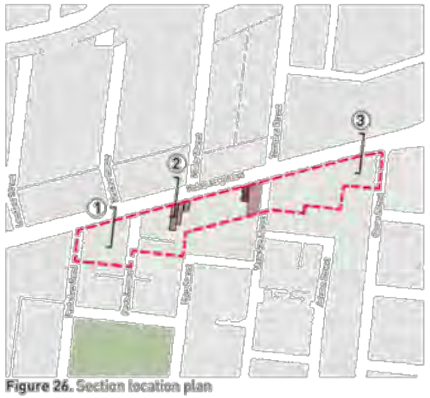

Figure 26. Section location plan



Figure 27. Existing street interface at location 1

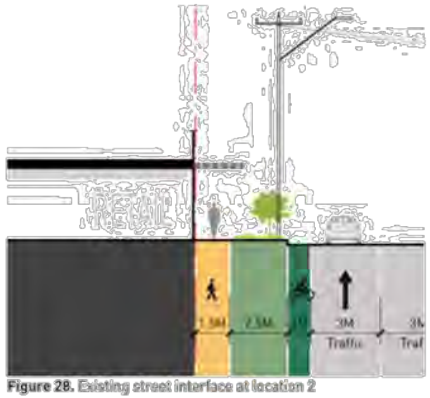

Figure 28. Existing street interface at location 2

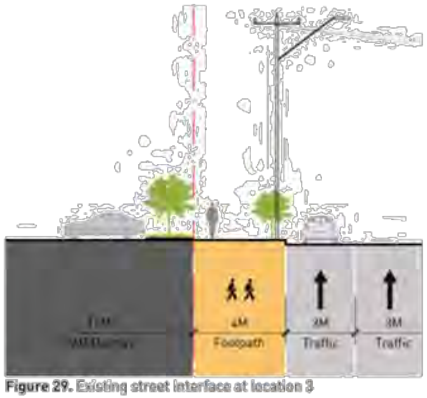

Figure 29. Existing street interface at location 3

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Inclusion of a 3 metre setback will widen the amount of space for public and semi-public use to 4-4-5 metres on the road corridor in Precincts 1 and 3A and to 6 metres in Precinct 2.

This creates a more comfortable balance between the space dedicated to making the street more attractive, comfortable and safe and the space committed to the traffic requirements of the arterial corridor.,

A 3 metre setback will only have a modest impact on development potential while the positive impacts to the public realm will be significant. At upper levels balconies and other building protections can protrude into this space and still achieve the design objective.

Importantly, the setback should be consistent to create a continuous street wall alignment that will support the creation of an active commercial street. This will also address the current poor character outcomes that are created by the existing diversity of setbacks and street interfaces.

Key recommendation

Adopt a consistent 3 metre building setback from the front boundary within Precincts 1, 2 and 3A where the existing public realm conditions are poor and there are limited heritage constraints

Examples of opportunities to improve street quality and activation through the front setback.



Figure 30. Illustration of 3 metre setback within the context of existing conditions on Heidelberg Road

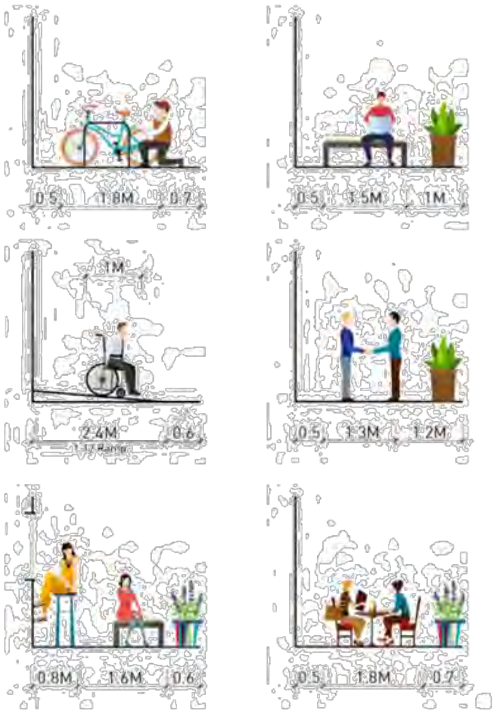

Figure 31. Dimensions for improving activation and access within 3 metre setback.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework



Figure 32. Precedent of front landscaped setback for street activation



Figure 33. Precedent of front setback for street activation

Design guidelines for landscape setback

- External spaces to be at the same grade as the footpath.
- External spaces to be predominantly hard-paved areas with some planting opportunities.
- Paving materials to be complementary to the existing streetscape design.
- Unobstructed access should be provided, avoiding the use of steps and narrow spaces between planting areas.
- The inclusion of small canopy trees is encouraged.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

2.3 Consideration 3 - Building separation and side setback controls

Preferred building typologies

Generally party walling is encouraged across the study area. This prioritises the provision of internal amenity (access to daylight, sunlight, outlook and privacy) from the street and rear boundaries.

On narrow and small-medium sites, a party wall outcome is strongly preferred - side setbacks will not be possible without significantly diminishing the amount of development that can be achieved on each site or creating poor amenity outcomes for building occupants.

On larger sites, where a party wall outcome is not adopted, setbacks from side boundaries will need to be carefully considered to ensure that development equity and good levels of internal amenity are provided.

Side/rear setbacks and building separation

The Better Apartment Design Standards emphasise the importance of good building separation to deliver good quality apartment living. They do not specify metrics for setback requirements to achieve this outcome.

A number of planning scheme amendments for a range of high-density urban contexts, however, have recently considered the appropriate minimum distances that provide a minimal acceptable standard in medium-high density contexts.

A key attribute of many of these amendments is the importance of linking building separation with building height. That is, as buildings become taller, they should be set further apart.

The distinction between the amenity required from a residential primary living space/balcony to other internal uses, including commercial buildings as well as to bedrooms, kitchens and bathrooms in apartments is also considered.

The following proposed setbacks from side boundaries draw on these recent amendments and are proposed for the study area. These apply if buildings are not built on the side boundary.

Building height	Preferred separation (Suitable if there is a primary living space/balcony facing the boundary)	Minimum separation (Suitable when the use is not a primary living space or balcony facing the boundary)
Up tap 4 storeys	4.5m	3m
5-8 storeys	6m	3m

Within sites, these setback distances are doubled to achieve sufficient building separation.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

The preferred scale of development on Heidelberg Road is driven by the design principles to:

- Protect existing heritage buildings and support sensitive redevelopment where appropriate.
- Identify & enhance the specific existing valued attributes in each precinct while supporting a moderate level of development.
- Identify the preferred building typologies that align with the preferred new character area and the preferred future uses.
- Frame Heidelberg Road with high-quality development.
- Balance a sense of enclosure and openness within the street through appropriately scaled street wall heights and sufficient upper level setbacks. This will vary in each context.
- Support the design of well-proportioned buildings where the lower and upper levels form a well-balanced massing composition.
- Transition buildings heights at corner sites from the Heidelberg Road frontage down to the existing residential side-streets.

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3. Precinct-specific considerations

3.1 Consideration 1 - Determining the preferred interface to Heidelberg Road

Street wall heights

This can be achieved through the introduction of a street wall height that:

- Steps down to existing single storey heritage buildings (Precinct 1)
- Street wall heights that align with existing valued heritage street character (relevant to Precinct 3B)
- Creates a well-defined street edge but which does not visually dominate. This is related to the overall street width.

Considering the poor quality of the street environment this balance is particularly important to achieve. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

To determine appropriate street wall heights, modelling of street views from the opposite side of the street was tested to consider various scenarios.

Overall building heights

The following criteria are to be met:

- Overall building heights do not visually dominate within the street.
- Upper levels above the street wall are setback to mitigate the visual impact of upper levels.
- Integration of overall heights with existing heritage buildings and streetscapes.

The design response to Heidelberg Road needs to be considered within each precinct as the conditions vary along the length of the corridor.

Additional assessment

This study does not consider the wind impacts from new developments. The scale and design of each development should ensure that negative wind impacts are not created that reduce the safety and comfort of pedestrians within the street.



Figure 34. Examples of Heidelberg Road built form testing which considers alternate street and rear interface conditions

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

3.2 Summary of the key factors determining the preferred building envelope in each precinct

A summary of the key drivers determining the preferred built form controls is illustrated below.

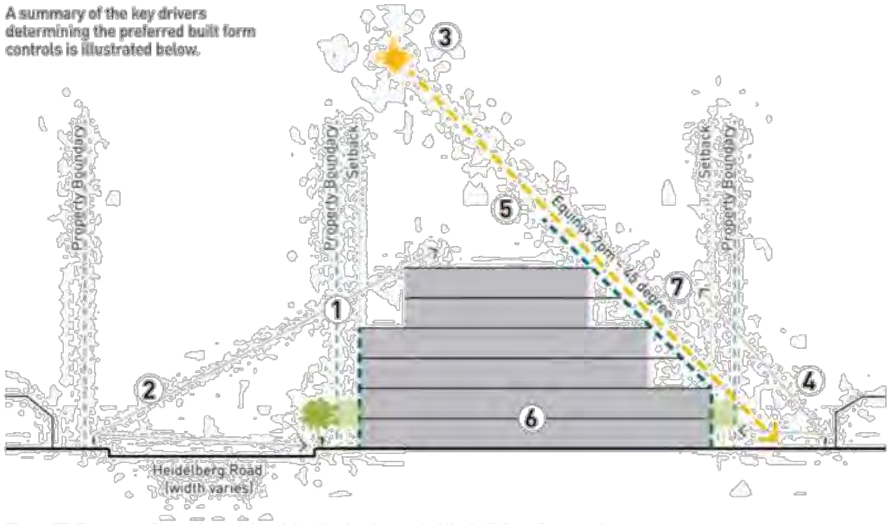


Figure 35. Summary of key drivers determining the development of the built form framework

1. Opportunities to improve the quality of Heidelberg Road for pedestrians identified with proposals to include ground level setbacks.
2. Street wall heights determined by consideration of the experience of the pedestrian in Heidelberg Road. Proposed controls balance the desire to improve street enclosure and definition without creating a overly dominant built form – a 'canyon' effect. This is particularly critical considering the poor quality of the street environment created by the heavy traffic conditions.
3. Sunlight access to private open space protected at the equinox to meet Clause 54 and 55 of the Yarra Planning Scheme.
4. Visual bulk and privacy concerns addressed by two-storey boundary wall height, upper levels setbacks and ground level setbacks (where adjacent dwellings are within 15 metres of the site boundary).
5. Overall building height determined by:
   - Preferred overall scale of development (based on strategic planning context).
   - Preferred character within Heidelberg Road.
   - Mitigating impact of upper levels when viewed from residential sites.
6. Ensure commercial development is supported in the lower two floors of buildings in Commercial 1 Zone and all floors in Commercial 2 zone.
7. Within the rear setback envelope a maximum of 2 steps within the building massing to avoid a 'wedding cake' architectural response.

Built form testing was undertaken for representative sites within each precinct to test the effectiveness of the controls and to illustrate the potential design of new buildings.

Built form testing

The following assumptions have been used to develop and test the built form proposals in this project.

Residential building design

Building depth

Minimum building depth of 10m.

Preferred maximum of 18m. This aligns with the construction of a double-loaded corridor and good provision of natural light to apartments.

Maximum of 24m. This is based on meeting the Better Apartment Design Standards which allows a living room depth (including a kitchen) of 9m and allows for a central corridor (approx. 1.5-2.5 metres) and balconies (min. depth of 1.8m).

Building length

A maximum length of 50m has been adopted to avoid wide, visually dominant or bulky buildings.

Floor to floor heights
4m bottom two floors, 3.2m above.

Floorplates

Minimum of 600sqm to reflect development feasibility (unless site size is smaller, or the floor is the top floor which 'caps' a building)

Maximum floorplates are related to building height to ensure that large towers floorplates are not visually dominant or too bulky.

- Buildings up to 10 storeys - No maximum applied, building designs determined by building depth and length requirements. For example, a L-shaped building could be 50 x 50 metres with a 10-24m building depth.
- Buildings greater than 10 storeys - Not applicable

Floor to floor heights
4m ground floor
3.2m upper levels

Office building design

Building depth

Minimum depth of 10m.

Preferred maximum of 30m to enable good natural daylight to all floors.

Maximum of 50m to avoid wide, visually dominant or bulky buildings.

Building length
A maximum length of 50m has been adopted to avoid wide, visually dominant or bulky buildings.

Floor to floor heights
4m all floors

Development feasibility is considered through assumptions for minimum floorplates and building depths.

Precinct 1 - Yarra Bend

A. Key valued character attributes



Figure 36. Precinct 1 - Aerial image with precinct-specific character attributes identified



Figure 37. Key character attributes

1. 262 Heidelberg Road (view from park) - 4 storey interface to the park creates a building scale that is diminutive to the large, existing canopy trees.
2. 262 Heidelberg Road (view from road) - 4 storey interface setback from street by a landscape buffer enhances sense of street definition without creating overly dominant built form. Additional upper floors set back above this height could be accommodated without compromising this outcome.
3. View along Heidelberg Road - existing landscape design is of varying quality, however provides visual relief and additional space for pedestrians within the heavily trafficked street.
4. Existing industrial heritage building (Portal), including single storey warehouses and brick chimney.
5. Precinct is surrounded by significant parkland setting, including existing landscape along Yarra Bend Road and expanses of open space.
6. Existing easement which precludes development above.
7. Existing 1970s office building.

Precinct 1

B. Precinct specific design strategy

Creation of a mid-rise precinct that frames Heidelberg Road and steps down towards the adjacent parks to maintain the prominence of the landscape setting. The Porta heritage building is retained, views to the brick chimney are enhanced through sensitive redevelopment and a new north-south pedestrian connection links Heidelberg Road to the park.



Figure 38. Design Strategy

- Existing heritage buildings
- Existing medium-density, mid-rise housing
- Existing vehicular access (retained/consolidated)
- Vehicular access (removal preferred)
- Existing landscape character and landscape setback (retained)
- Proposed 5m landscape setback
- Proposed 4 storey building height at interface to park
- Create urban street wall and activated edges along Heidelberg Road
- Proposed future public pedestrian link
- Yarra Valley Water easement
- View lines to chimney from Jeffrey Street & adjacent parks

Precinct-specific design objectives

Respect and enhance the setting of the Porta heritage building and brick chimney by framing the building with mid-rise development (4-8 storeys) - Location 1.

The Porta site includes a significant heritage warehouse building and a brick chimney which is an identifiable landmark in the precinct viewed from within the park and from Jeffrey Street. These are important attributes of the existing character, providing a connection to the social and economic history of the area and should be retained and adapted for re-use.

Views to the chimney from within Jeffrey Street and the park should be provided to maximise opportunities for the broader public to view and enjoy the heritage attributes of the site. Sufficient separation distances from the chimney to other new buildings should be provided to ensure that the chimney remains a prominent feature within the site. The overall scale of new development respects these existing heritage qualities and responds to the scale and features of the existing heritage building (refer to Figure 48).

Improve the pedestrian experience on Heidelberg Road and Yarra Bend Road through a 3 metre front setback - Location 2.

The existing landscape setback within the front of some properties improves the quality of the pedestrian experience by greening the otherwise largely asphalt landscape and by providing additional sense of openness/relief for pedestrian movement.

Provide a positive interface (visual interest and passive overlooking) to the park edges in a building scale that does not visually dominate or unreasonably overshadow TH Westfield Reserve and Yarra Bend Park Oval - Location 3.

Precinct 1 is located directly onto TH Westfield Reserve and new development must not unreasonably overshadow the park. The park area is significant in size and the area immediately to the south of the private land is currently an asphalt car park (i.e. a less sensitive use).

The existing 4 storey developments at 262 & 264 Heidelberg Road are successful demonstrations of an appropriately scaled building to the park edge.

A four-storey high building creates a positive interface to the park - it doesn't visually dominate the landscape setting - large canopy trees and open grassed areas retain their prominence - and the inclusion of balconies and doors to the park provides visual interest and improves safety.

Additional upper levels above 4 storeys should not increase overshadowing impacts onto the park.

Provide a diverse range of housing types on the strategic development site (Porta site) - Location 4.

The Porta site provides the opportunity to deliver a greater diversity of housing than is possible on other sites in the study area, many of which have significant site constraints. The inclusion of multiple buildings with internal communal courtyards to support high quality mid-rise developments is strongly encouraged.

Improve the character of Heidelberg Road by creating a comfortable sense of enclosure and definition to the street - Location 5.

This can be achieved through the introduction of a street wall height that provides a positive interface to the street but which does not visually dominate. This balance is particularly important to achieve considering the poor quality of the street environment. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

Minimise the impact of vehicular crossovers to Heidelberg Road and Yarra Bend Road - Location 6.

Vehicular access to most sites is provided from Heidelberg Road. This includes shared access for a number of sites. No additional vehicular crossovers are supported.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

C. Determining Heidelberg Road development scale

Heidelberg Road varies in width along its length. In Precinct 1 it is in the order of 40 metres wide.

Precinct 1 includes a strategic site (the Porta site) and areas where a 'moderate scale' of development is supported through existing planning policy. The existing four-storey apartment building demonstrates the benefit of increasing the street wall height to provide greater definition to the street.

A range of scenarios for potential street wall and overall building heights have been tested, including:

8 storey developments with:

- 4 storey street wall and 3 metre upper level setback.
- 6 storey street wall with 3 metre setback.
- 6 storey street wall with 6 metre setback.
- 8 storey street wall height

6 storey developments with:

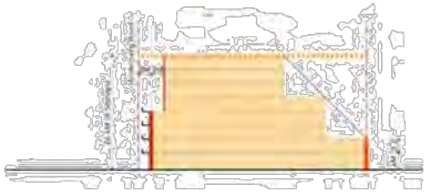
- 4 storey street wall and 3 metre upper level setback.
- 6 storey street wall with 3 metre setback.
- 6 storey street wall with 6 metre setback.

In each option, the 3 metre ground level front setback has been adopted.

An assessment of each option is provided against the design principles. The scenario that best delivers the design principles is the 8 Storey high building - Option 3. This includes a varied 4 - 6 storey street wall with upper 2 storeys set back by 6 metres.

8 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

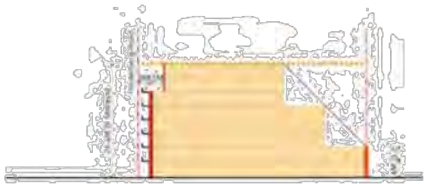




- Effectively frames Heidelberg Road with the potential for high-quality development.
- Provides an improved sense of enclosure within the street due to upper levels. The four-storey street wall could be considered too low considering the wide road width.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.

8 Storeys - Option 2

Street wall: 6 storeys
Upper level setback: 3 metres

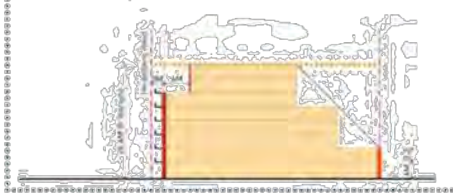




- Effectively frames Heidelberg Road with the potential for high-quality development.
- The six-storey street wall provides a more balanced street wall height against the wide street.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form.

8 Storeys - Option 3

Street wall: 4-6 storeys
Upper level setback: 6 metres





Preferred development outcome

- Effectively frames Heidelberg Road with the potential for high-quality development.
- The six-storey street wall provides a more balanced street wall height against the wide street.
- Including 4 storey elements provides better integration with existing apartment building.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form. The increased upper level setback to 6 metres provides a marginal improvement on the 3 m setback as the base building form becomes more prominent and the upper levels less visible.

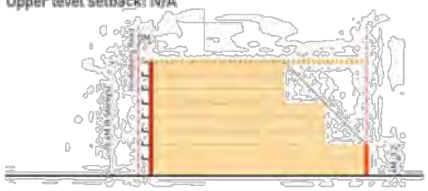
Figure 39. Testing of 8 storey developments with varied street wall heights and upper level street setbacks.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 1

8 Storeys - Option 4

Street wall: 8 storeys
Upper level setback: N/A



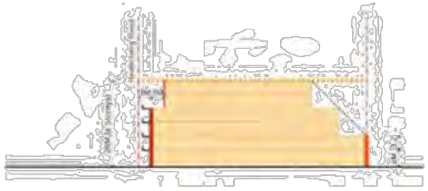


- The eight-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

Figure 40. Testing of 8 storey developments with varied street wall heights and upper level street setbacks.

6 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

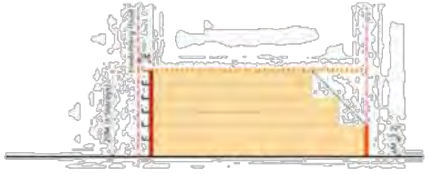




- Effectively frames Heidelberg Road with the potential for high-quality development.
- Provides an improved sense of enclosure within the street due to upper levels. The four-storey wall and overall six storey building height could be further increased on the 40m wide road corridor.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form.

6 Storeys - Option 2

Street wall: 6 storeys
Upper level setback: N/A





- Effectively frames Heidelberg Road with the potential for high-quality development.
- The six-storey street wall provides a more balanced street wall height against the 40m wide street.
- Additional upper levels could be included and support the design of well-proportioned buildings as long as the base building remained prominent to support the delivery of a mid-rise building character.

Figure 41. Testing of 6 storey developments with varied street wall heights and upper level street setbacks.

Key recommendation

Introduce an 8 storey building height control in Precinct 1 with a varied 4 - 6-storey street wall height and upper levels to be setback 6 metres.

The sites at 274 -276 cannot achieve an 8 storey height as the sites are too shallow. The application of the rear interface control mean that a six storey height can be acheived and is therefore proposed for these two sites.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

C. Determining Heidelberg Road development scale

The proposed relationship to Heidelberg Road of the proposed built form outcome is illustrated below.

This demonstrates a balanced degree of enclosure to the 40 metre wide street, without creating visually dominant buildings. It also illustrates the benefit of the 3 metre front setback in improving the composition of the street and the quality of the pedestrian environment at ground level.

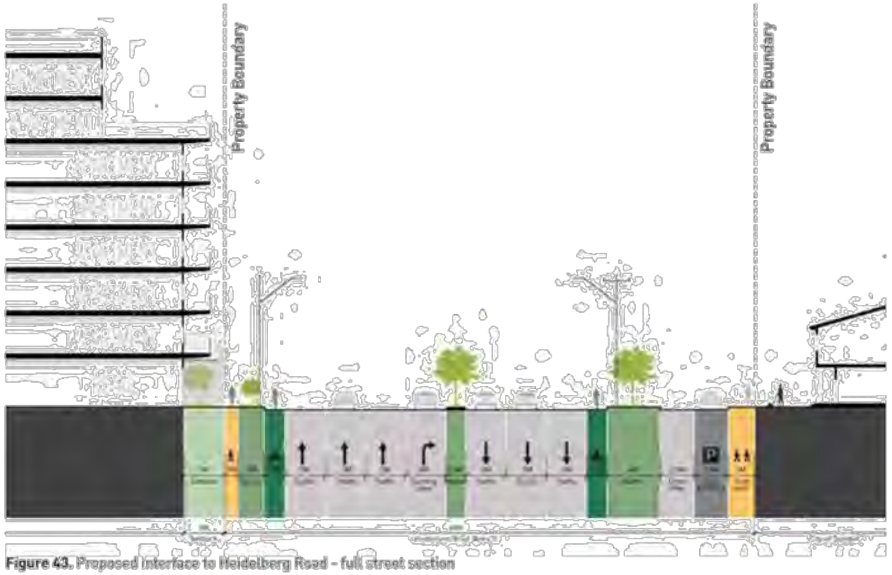


Figure 43. Proposed interface to Heidelberg Road - full street section



Figure 44. Proposed interface to Heidelberg Road - detailed street section



Figure 42. Section location plan

Precinct 1

D. Determining development scale to park interface

The following outcomes are considered acceptable to meet the design principles and precinct-specific design objective:

- Overshadowing falls predominantly on the car park to the south and Yarra Bend Road reserve (see Figure 45).
- An appropriate balance between providing an urban edge and activation and overlooking of the car park area and ensuring that the buildings are set within the landscape and are not the dominant feature – this is demonstrated effectively by the existing four-storey apartment development which sits within the scale of the large canopy trees.

The preferred development scale that achieves this outcome is:

- A 4 storey building height along the park interface
- Above 4 storeys, upper level setbacks are determined by a 45 degree angle.

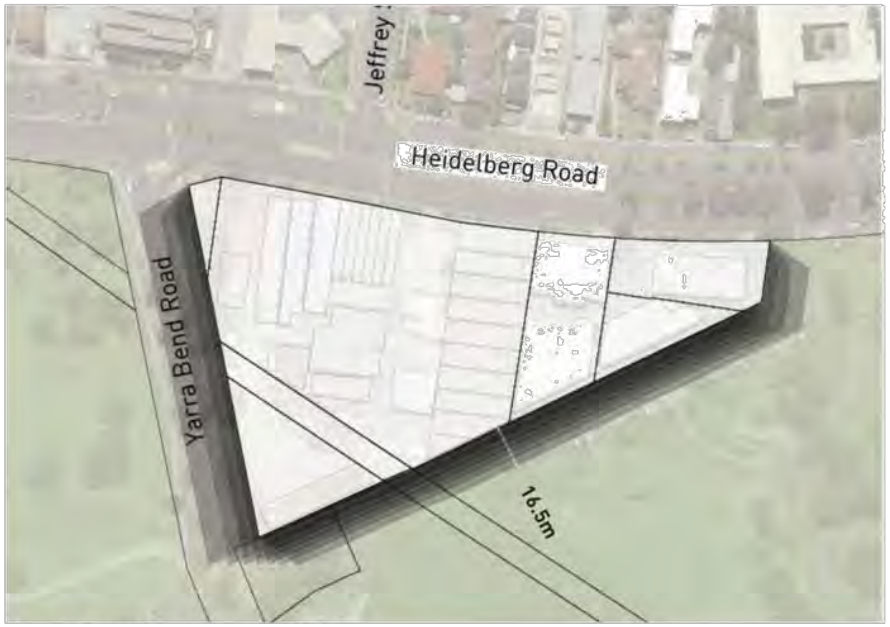


Figure 45. Extent of shadow for a 4 storey high building.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

E. Building envelope controls

The following building envelopes are proposed for Precinct 1.

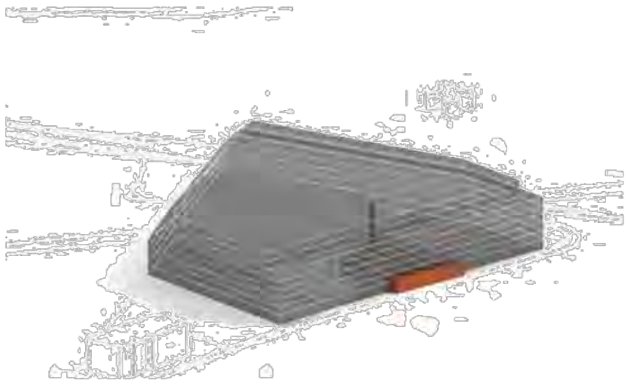


Figure 46. Demonstration of the 3d building envelope controls applied to the Porta site
*Note: the full heritage building is to be retained. Envelope for the whole site shown for illustrative purposes only.

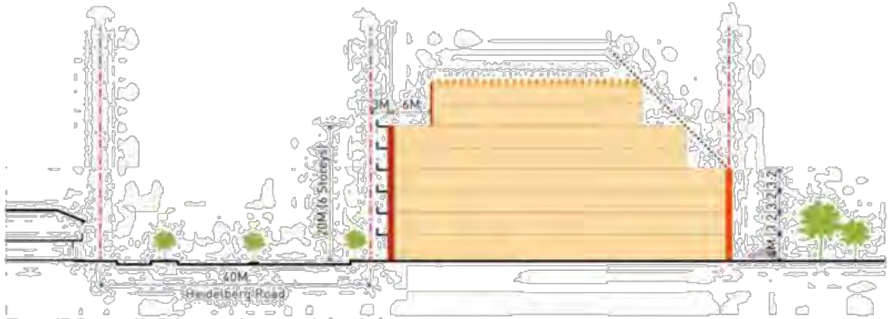


Figure 47. Proposed built form envelope controls (section)



The building envelope controls have been determined considering the overall precinct conditions. The existing heritage building warrants a more tailored response to the street wall condition to ensure that any proposed new development respects the existing qualities and presence of the heritage building. A step down in street wall height and introduction of a new public pedestrian link through the site will give the heritage building more prominence.

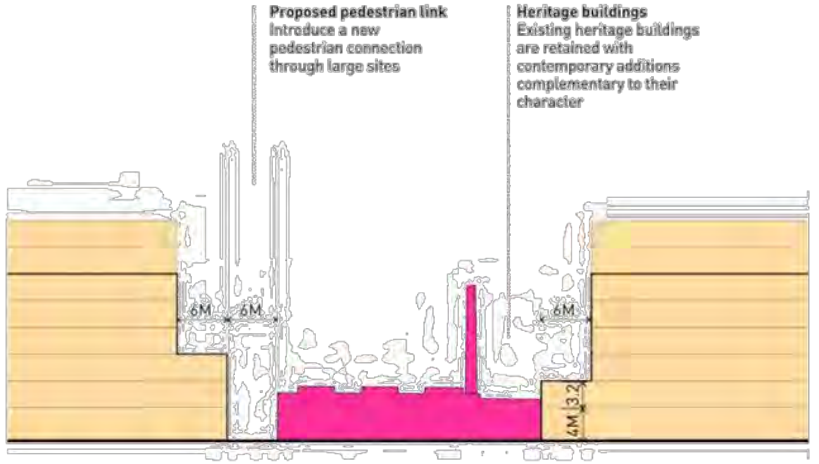


Figure 48. Proposed built form envelopes (elevation) in response to existing heritage building

Precinct 1

F. Precedent examples - Precinct 1





Figure 49. Proposal for 342-348 Victoria Street - Brunswick (Source: Fieldworks Architects)





Figure 50. Proposal for 342-348 Victoria Street - Brunswick (Source: Fieldworks Architects)





Figure 51. Hawke & King Street development, North Melbourne (Source: Six Degrees Architects)

Precinct 1 - Yarra Bend

G. Built form testing of proposed building envelopes

Testing site

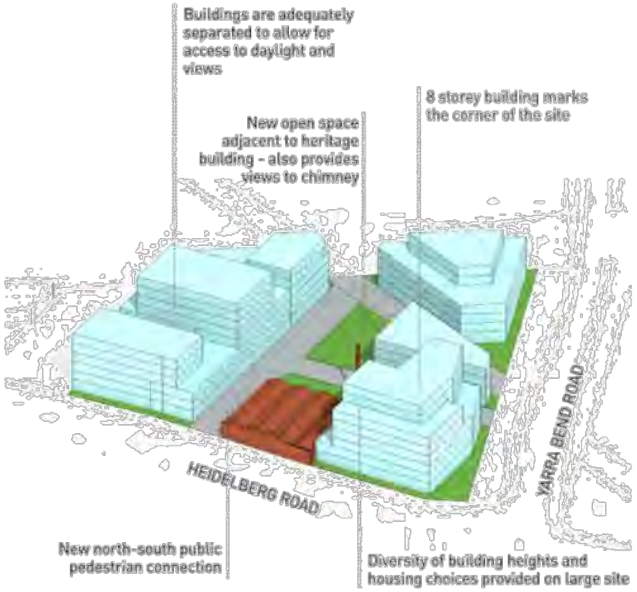
Built form testing has been undertaken for the Porta site to both assess and communicate the proposed built form controls.

Additional sensitivity testing of taller forms were also assessed (see figures 57 - 65). Taller forms above 8 storeys are considered to be too visually dominant adjacent to the existing heritage chimney. 10 storey buildings become too visually dominant when viewed from within Heidelberg Road.

Location:
224-256 Heidelberg Road

Site area:	Lot width:	Lot depth:	Characters:
11,725m²	125M	40-135M	Heritage overlay Include easement





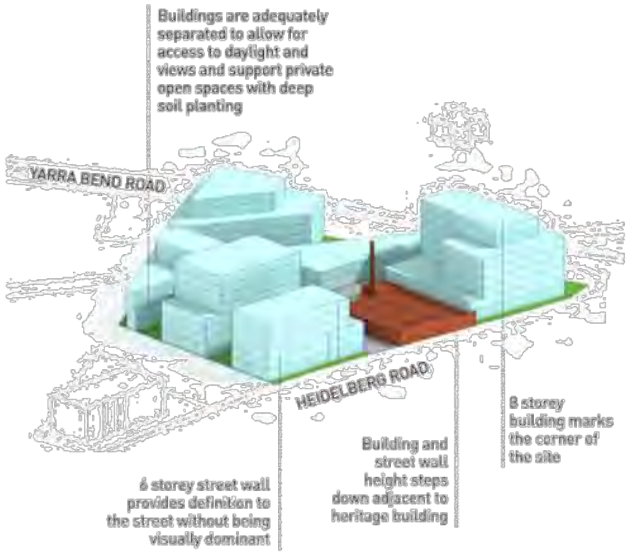


Figure 52. Built form testing - perspective views

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 1

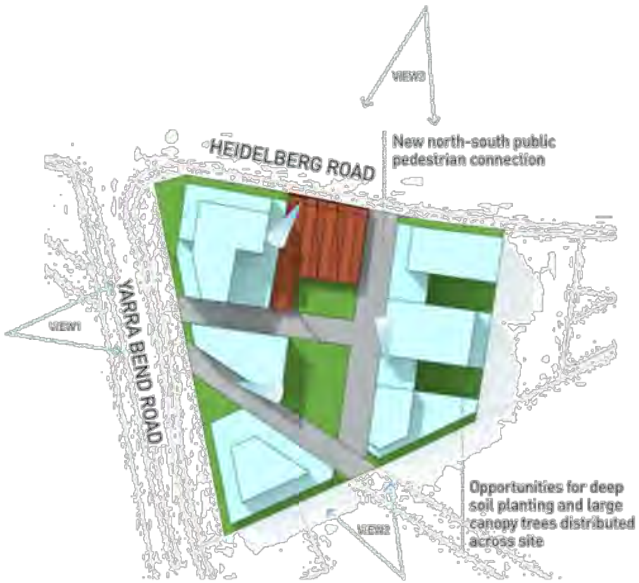


Figure 53. Built form testing - plan view with 2pm shadow at the equinox

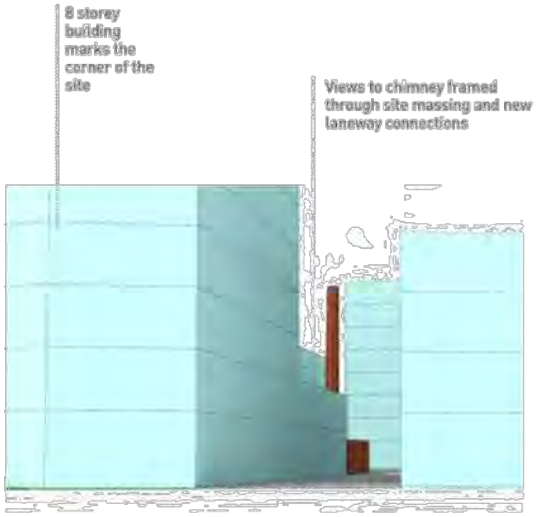


Figure 54. View 1 – View to chimney from TH Westfield Reserve

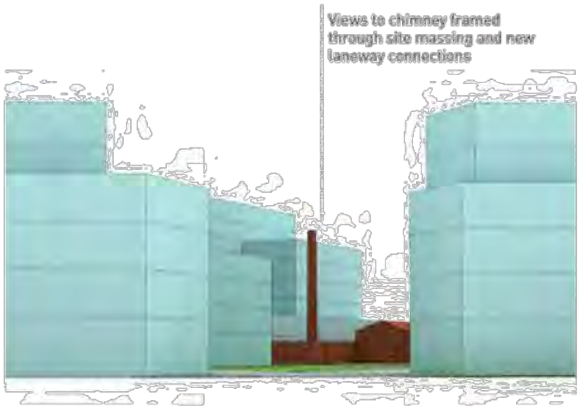


Figure 55. View 2 – View to chimney from Yarra Bend Park

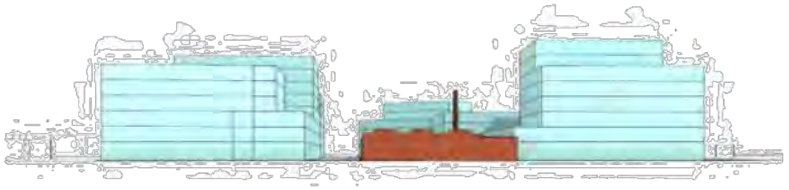


Figure 56. View 3 – View to chimney from Jeffrey Street retains prominence

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 1 - Yarra Bend

Maximum building height: 8 storeys



Figure 57. Perspective view

Composition of heritage building and surrounding new development is in balance.



Figure 58. View A – View from Jeffrey Street



Figure 59. View from location B

Maximum building height: 10 storeys



Figure 60. Perspective view

New development is visually dominant over the heritage building.

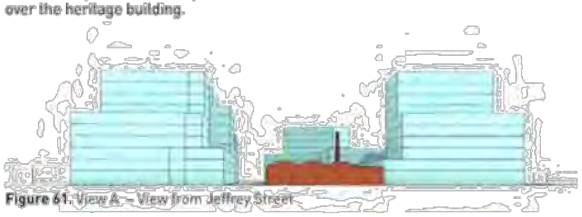


Figure 61. View A – View from Jeffrey Street



Figure 62. View from location B

Maximum building height: 12 storeys



Figure 63. Perspective view

New development is visually dominant over the heritage building.



Figure 64. View A – View from Jeffrey Street



Figure 65. View from location B

Precinct 1

H. Proposed built form controls

The proposed building envelope controls for Precinct 1 are illustrated in the following plans.

Considering the unique site attributes and the need to support design flexibility with certainty that minimum amenity standards are met, a mix of mandatory and discretionary controls are proposed as follows:

Discretionary

- Overall height limits
- Street wall heights to Heidelberg and Yarra Bend Road
- Upper level setbacks from Heidelberg Road and Yarra Bend Road

Mandatory

- 3 metre front setback to Heidelberg Road, Yarra Bend Road and the park.
- 4 storey building height at the park interface with all upper levels setback with a 45 degree angle.

Building heights



Figure 66. Precinct 1 - Proposed overall building heights

Street wall height



Figure 67. Precinct 1 - Proposed street wall heights / building heights along park interface boundaries

Ground floor setbacks



Figure 68. Precinct 1 - Proposed ground floor setbacks

Precinct 2 - Fairfield Commercial

A. Key valued character attributes



Figure 69. Precinct 2 - Aerial image



Figure 70. Key character attributes

The Commercial 2 zone area along Heidelberg Road plays an important economic role within the City of Yarra. The existing businesses include large format retail outlets, automotive businesses and warehouses. The existing character reflects this pattern of use.

1. Potential heritage building (including automotive business).
2. Large format showrooms which support the cluster of restricted retail outlets.
3. View along Heidelberg Road - existing landscape design is of varying quality, however provides visual relief and additional space for pedestrians within the heavily trafficked street.
4. Large format showrooms which incorporate large glass shopfront areas and contemporary building design.
5. Residential side streets, including large mature trees and significant setbacks.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 2

B. Design Strategy

Creation of a mid-rise, commercial precinct that frames Heidelberg Road with active uses and additional greening opportunities.

Design Objectives

Improve the pedestrian experience on Heidelberg Road through a 3 metre front setback – Location 1.

The existing landscape setback within the front of some properties improves the quality of the pedestrian experience by greening the otherwise largely asphalt landscape and by providing additional sense of openness/relief for pedestrian movement.

Improve the character of Heidelberg Road by creating a comfortable sense of enclosure and definition to the street – Location 2.

This can be achieved through the introduction of a street wall height that provides a positive interface to the street but which does not visually dominate. This balance is particularly important to achieve considering the poor quality of the street environment. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas – Location 3.

The neighbouring residential properties all incorporate private open space at the rear of each dwelling. Sunlight should be provided at the equinox according to the current level of provision required in Clause 54 and 55 of the planning scheme.

Minimise the impact of vehicular crossovers to Heidelberg Road and Yarra Bend Road – Location 4.

Vehicular access to most sites is provided from Heidelberg Road. This includes shared access for a number of sites. No additional vehicular crossovers are supported. Where possible vehicular access from residential side streets should be provided.

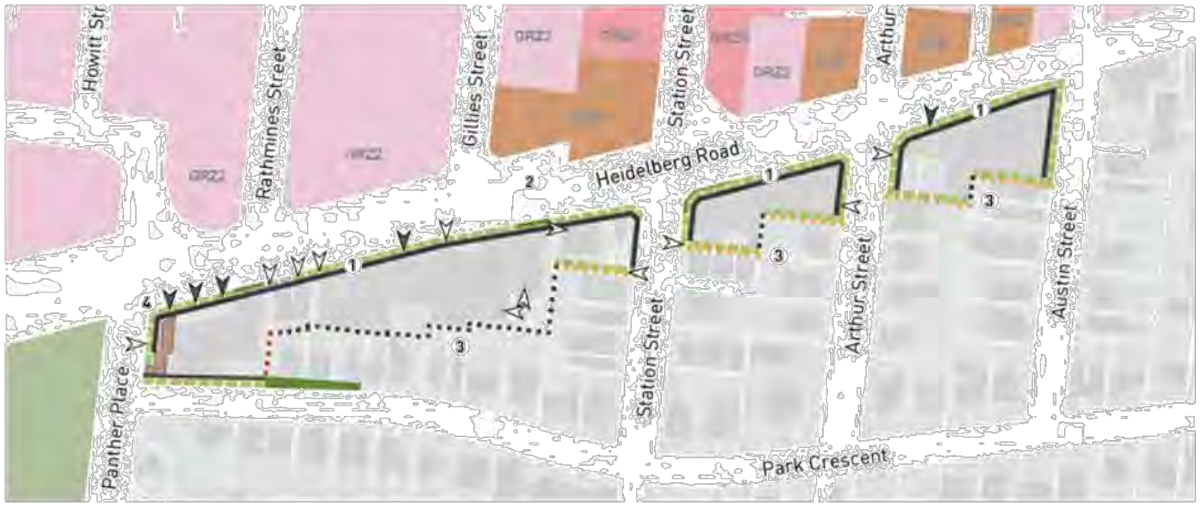


Figure 71. Design Strategy

Potential heritage buildings
Existing vehicular access (retained/consolidated)
Vehicular access (removal preferred as alternate access is available)
Existing landscape setback (retained)
Proposed 3m landscape setback
Create urban street wall and activated edges along Heidelberg Road

Minimise visual bulk, overshadowing and privacy on the sensitive interface:
Rear to rear boundary condition
Rear to side boundary condition
Side to side boundary condition

Precinct 2 - Fairfield Commercial

C. Determining Heidelberg Road development scale

Heidelberg Road varies in width along its length. In Precinct 2 it reduces to approximately 27 metres in width.

A 'moderate scale' of development is supported through existing planning policy.

The potential street wall and overall building heights are tested. This demonstrates the following scenarios:

8 storey developments with:

- 4 storey street wall and 3 metre upper level setback.
- 6 storey street wall with 3 metre setback.
- 6 storey street wall with 6 metre setback.
- 8 storey street wall height.

6 storey developments with:

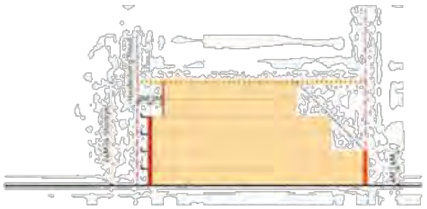
- 4 storey street wall and 3 metre upper level setback.
- 4 storey street wall with 6 metre setback.
- 6 storey street wall height.

In each option, the 3 metre ground level front setback has been adopted.

An assessment of each option is provided against the design principles. The scenario that best delivers the design principles is 6 Storey - Option 2. This includes a 4 storey street wall with upper 2 storeys set back 6 metres.

6 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

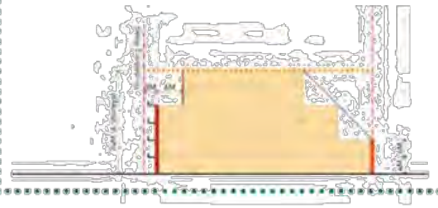




- Effectively frames Heidelberg Road with the potential for high-quality development.
- The 4-storey street wall provides a balanced street wall height against the street width.
- The 3 metre setback provides a negligible improvement on reducing the upper level dominance.

6 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres





Preferred development outcome

- Effectively frames Heidelberg Road with the potential for high-quality development.
- The 4-storey street wall provides a balanced street wall height against the street width.
- Supports the design of well-proportioned buildings where the upper levels are a recessed, lighter element above a stronger base building form. The increased upper level setback to 6 metres provides a marginal improvement on the 3 m setback as the base building form becomes more prominent and the upper levels less visible.

6 Storeys - Option 3

Street wall: 6 storeys
Upper level setback: N/A





- The 6-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

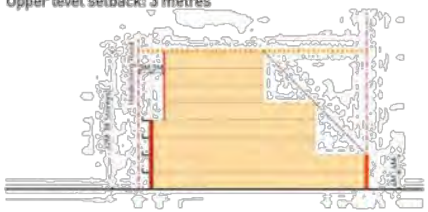
Figure 72. 6 storey built form testing to Heidelberg Road

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 2

8 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

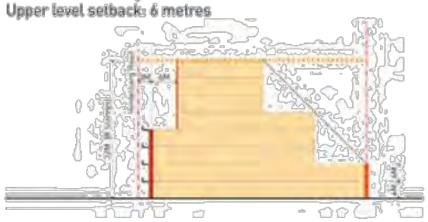




- 8 storey buildings are visually dominant, creating a wall of development.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.

8 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres

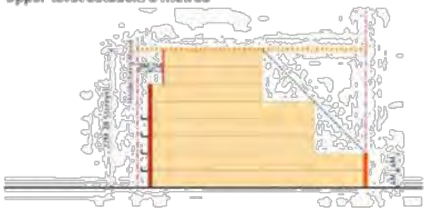




- 8 storey buildings are visually dominant.
- The 6 metre setback provides a negligible improvement on reducing this dominance.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.

8 Storeys - Option 3

Street wall: 6 storeys
Upper level setback: 3 metres



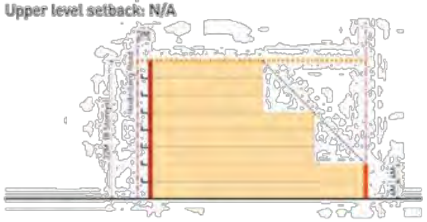


- The 6-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

Figure 73. 8 storey built form testing to Heidelberg Road

8 Storeys - Option 4

Street wall: 8 storeys
Upper level setback: N/A





- The eight-storey street wall is too visually dominant. Together with the high levels of traffic this could create a poor quality public realm.

Key recommendation

Introduce a 6-storey building height control in Precinct 2 with a 4-storey street wall height and upper 2 levels to be setback 6 metres.

Precinct 2 - Fairfield Commercial

The proposed relationship to Heidelberg Road of the proposed built form outcome is illustrated below.

This demonstrates a balanced degree of enclosure to the 27 metre wide street, without creating visually dominant buildings, and the benefit of the 3 metre front setback on improving the composition of the street and the quality of the pedestrian environment at ground level.



Figure 75. Proposed street section - full street section

Figure 74. Section location plan

Precinct 2

D. Confirming overshadowing requirements

Figure 76 illustrates how the introduction of an 8 metre high boundary wall condition at the rear interface of new development will enable the overshadowing requirements of Clause 54 and 55 to be met.

Note, that this does not mean that the visual impact requirements are also met (refer Chapter 2 which provides detailed guidance on rear interface conditions).



Figure 76. Cumulative shadow impact of 8 metre high boundary wall condition

Private open space has more than 5 hours sunlight between 9 am and 3 pm on 22 September
Shadow between 9 am and 3 pm on 22 September
Note: Assessment utilises the building footprints that are documented in Council's GIS mapping.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 2 - Fairfield Commercial

E. Building envelope controls

The following building envelope is proposed for Precinct 2.

The application of the rear interface and the Heidelberg Road interface result in a maximum 5-6 storey building height.

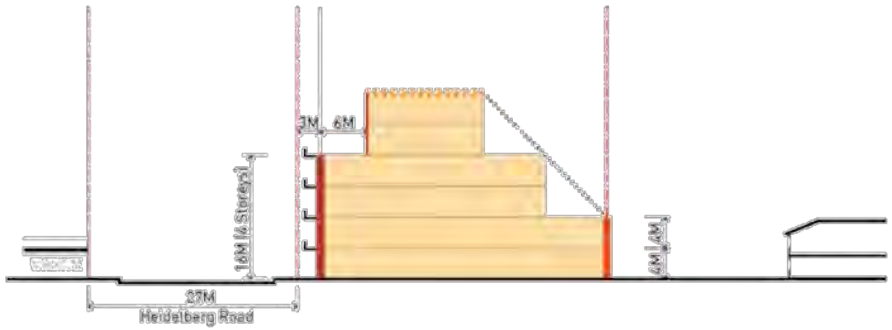
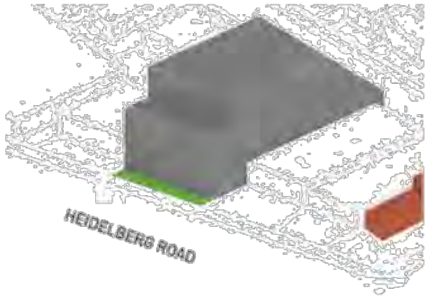


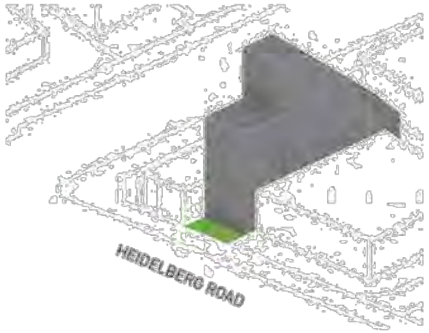
Figure 77. Proposed building envelope controls in Precinct 2

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Testing site 2-1



Testing site 2-2



Testing site 2-3

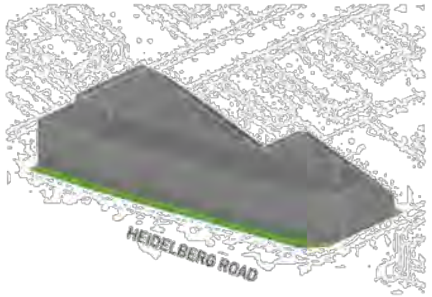


Figure 78. Demonstration of the 3d building envelope controls applied to the selected testing sites (refer over page)

Precinct 2

F. Precedent examples - Precinct 2



Figure 80. 9-15 Inkerman Street, St Kilda (Source: Neometro)





Figure 79. Commercial development in Cremorne (Source: EAT Architects)

Precinct 2 - Fairfield Commercial

G. Built form testing of proposed building envelopes

Testing site

Built form testing has been undertaken for three sites in Precinct two to both assess and communicate the proposed built form controls.

This includes a range of site sizes and mid-block and corner sites.

Testing site 2-1

Location: 376 Heidelberg Road

Site area:	Lot width:	Lot depth:	Character/use:
1,080m²	21.9M	50M	Large format retail Vehicular access





Testing site 2-2

Location: 434 Heidelberg Road

Site area:	Lot width:	Lot depth:	Character/use:
202m²	6.5M	31.5M	Vacant





Testing site 2-3

Location: 484 Heidelberg Road

Site area:	Lot width:	Lot depth:	Character/use:
3,640m²	90M	33-55M	3 Point Motors Large showroom





Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 2

Testing site 2-1

376 Heidelberg Road

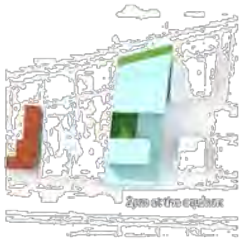




Figure 81. Built form testing – plan and perspective view

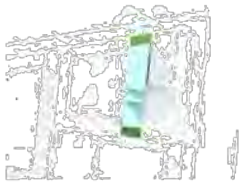
Key positive features:

- Buildings are adequately separated to allow for access to daylight and views within generous internal light well
- Building transitions to the lower residential areas to the south
- 4 storey street wall provides definition and enclosure to the street without being visually dominant.

This testing demonstrates that a height of 6 storeys is possible on this site due to rear interface and Heidelberg Road street wall height and setback requirements.

Testing site 2-2

434 Heidelberg Road



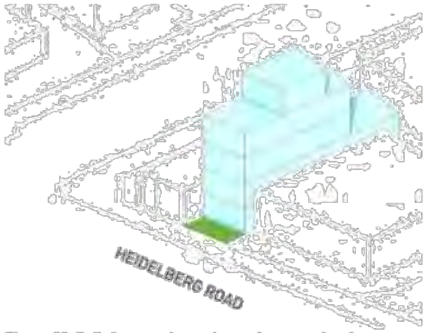


Figure 82. Built form testing – plan and perspective view

Key positive features:

- 3 metre ground floor setback at rear at interface to side boundary of existing dwelling.
- 4 storey street wall provides definition and enclosure to the street without being visually dominant.

This testing demonstrates that a height of 5 storeys is possible on this site due to rear interface and Heidelberg Road street wall height and setback requirements.

Testing site 2-3

484 Heidelberg Road

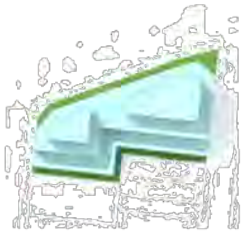




Figure 83. Built form testing – plan and perspective view

Key positive features:

- 3 metre ground floor setback at rear at interface to side boundary of existing dwelling.
- 4 storey street wall provides definition and enclosure to the street without being visually dominant.

This testing demonstrates that a height of 6 storeys is possible on this site due to rear interface and Heidelberg Road street wall height and setback requirements.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 2 - Fairfield Commercial

The study area is intersected by a number of side streets which are residential and low-scale in character. It is important that any taller buildings on the corners of Heidelberg Road and the side streets interface with these more sensitive, character environments appropriately. The requirement for a 45 degree angle above a two storey interface provides an appropriate transition in building scale (refer Figure 52).

Testing site 2-3

484 Heidelberg Road (rear view from Austin Street)

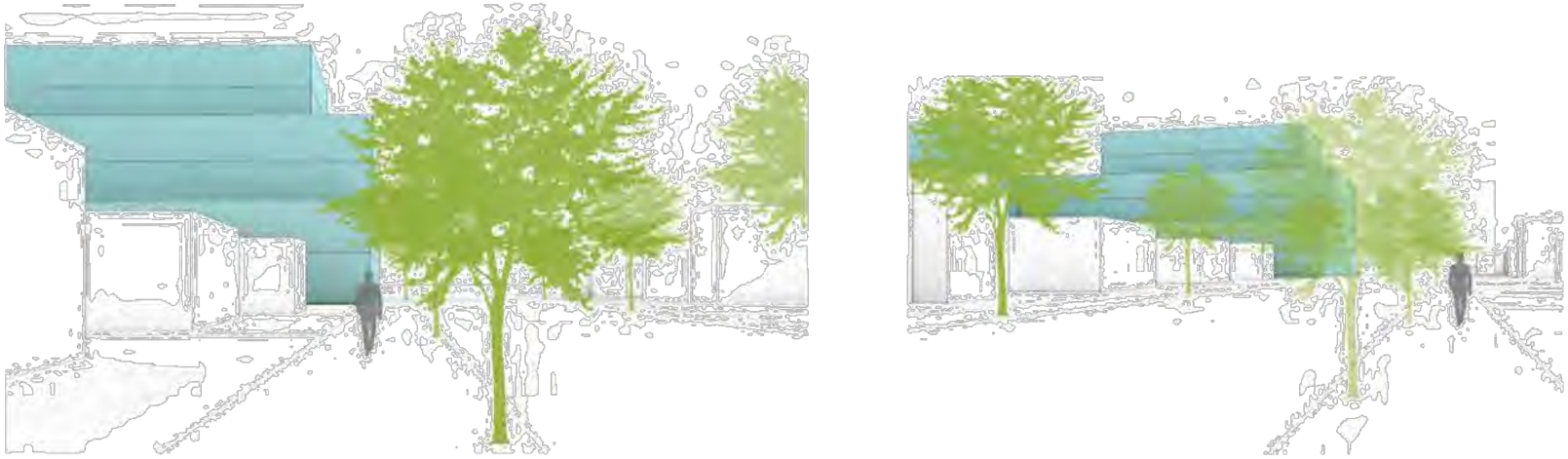


Figure 84. 3d modelling of the transition between a corner site and a low-scale residential side street. The transition from a 6-storey building height to a 2 storey interface is illustrated in a view from across the street (right) and on the same side of the street (left)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Existing heritage buildings
Potential heritage buildings

Precinct 2

H. Proposed built form controls

The proposed building envelope controls are illustrated in the following plans.

Considering the consistent site attributes and constraints and a high degree of certainty that the proposed controls have been tailored to maximise development potential while considering the amenity of residential areas to the south, all development controls are proposed as mandatory.

Ground floor setbacks



Figure 87. Precinct 2 – Proposed ground floor setbacks

Building heights



Figure 85. Precinct 2 – Proposed overall building heights

Street wall heights



Figure 86. Precinct 2 – Proposed street wall heights / building heights along residential interface boundaries

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3A - Alphington West

A. Key valued character attributes



Figure 88. Precinct 3A - Aerial image



Figure 89. Key character attributes

1. Prominent location on major road intersection provides the opportunity to introduce a taller building that holds the corner with a high quality, well-designed building. The site is immediately adjacent to the Alphington Paper Mills site - the opposite corner site has an approved permit for a 17 storey building.
2. Larger street trees along Heidelberg Road frontage provide greening of Heidelberg Road.
3. The site fronts Coate Avenue to the west, a quiet residential street that incorporates predominantly 1-2 storey buildings with front landscaped gardens.
4. The existing landscape setback to Heidelberg Road and Chandler Highway provides visual relief within the streetscape and a more pedestrian-friendly environment.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3A

B. Design Strategy

Provide a well-designed mid-rise, mixed-use building that marks the prominent corner location and respects the character of the neighbourhoods to the south and west. Incorporate a landscape setback to all boundaries to provide an attractive, garden setting to Coate Avenue and the southern boundary and to significantly improve the pedestrian experience to Heidelberg Road and Chandler Highway.



Figure 90. Design Strategy

- Existing vehicular access (retained/consolidated)
- Proposed 3m landscape setback
- Proposed 4.5m landscape setback to Coate Avenue and the southern boundary
- Create urban street wall and activated edges along Heidelberg Road
- Minimise visual bulk, overshadowing and privacy on the sensitive interface (Rear to side boundary condition)

Design Objectives

Improve the pedestrian experience on Heidelberg Road and Chandler Highway through a 3 metre front setback - Location 1

The existing landscape setback improves the quality of the pedestrian experience by greening the otherwise largely harsh, asphalt landscape and by providing additional sense of openness/relief for pedestrian movement.

Ensure the development integrates with the existing character of Coate Avenue through inclusion of a 4.5 metre setback and 3 storey street wall height - Location 2

Coate Avenue is fronted by 1-3 storey dwellings that incorporate a front garden setback of approximately 4.5 metres. This is a consistent and valued character.

Introducing a three storey street wall behind this setback will ensure that development integrates with the existing context. Upper levels above this height should be setback at a 45 degree angle from the rear neighbourhood boundary and 30 degree angle from Coate Avenue to minimise the impact of visual bulk above this height.

Respond to the prominent intersection with a taller form located at the corner that transitions in height down towards the west and south - Location 3

The tallest building element should be located on the intersection of Heidelberg Road and Chandler Highway and step down in height to the lower scale residential neighbourhoods.

The site needs to accommodate a transition from the 17 storey development context to the east and the single storey context to the west. A building height in the order of 8 storeys on the corner would provide this transition. This is a similar approach to transition that is adopted within the Paper Mill site which transitions from 14 storeys (the Heidelberg Road and Chandler Highway intersection), to 6-8 storeys and down to low-rise building (3 – 4 storeys) within the centre, eastern and southern portions of the Alphington Paper Mill site.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas - Location 4

The neighbouring residential properties all incorporate a single private open space that is located at either the front or rear of each building. The primary outlook and main light/sunlight source for the main living spaces front these outdoor areas.

While sunlight is only required to be provided at the equinox according to the current level of provision required in Clause 54 and 55 of the planning scheme, inclusion of a 4.5 metre landscape setback and 2 storey building height on this interface will ensure that some winter sunlight reaches the northern dwellings.

Locate vehicular crossover from Coate Avenue - Location 5

Locate a singular vehicular access from Coate Avenue. The width of the vehicular entry should be minimised.

Precinct 3A - Alphington West

C. Determining appropriate development scale - all interfaces

Heidelberg Road varies in width along its length. In Precinct 3A it broadens to approximately 44 metres in width.

This site was recently considered at VCAT where acceptance of a taller built form on the corner of the Chandler Highway and Heidelberg Road interface was accepted. The need to step down in height from this intersection towards the west and south towards the existing residential areas was also supported. The lack of an appropriate transition and the visual dominance of the proposed 13 / 8 storey building when viewed from within Coate Avenue, however, was considered to have a negative impact on local, valued character and led to a VCAT decision that supported Council's refusal to grant a planning permit.

Figures 64-66 demonstrate the proposed development that was considered at VCAT, alternate proposal provided by the applicant's expert witness and the proposal supported by Leanne Hodyl as Council's expert witness.

Further testing has been undertaken to consider the appropriate scale of building transition to the west and south. The visual impact of different building proposals are illustrated in figures 97-100.

They confirm that an overall building height in the order of 8 storeys that steps down to 5, then 3 storeys at Coate Avenue provides a balance between supporting development intensification and managing the visual impact on local character.

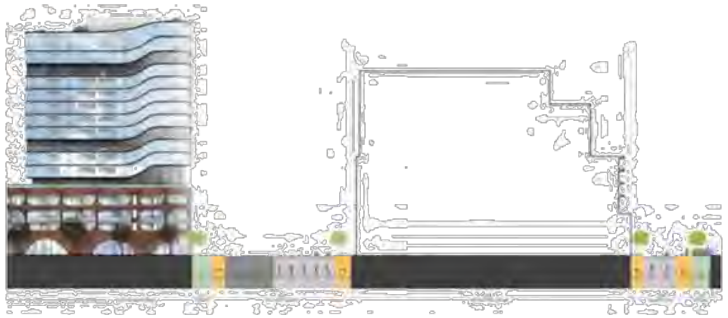


Figure 91. Building envelope of development proposal not supported at VCAT - An overall building height of 13 storeys that transitions to 11, 7 and then 3 storeys at Coate Avenue.

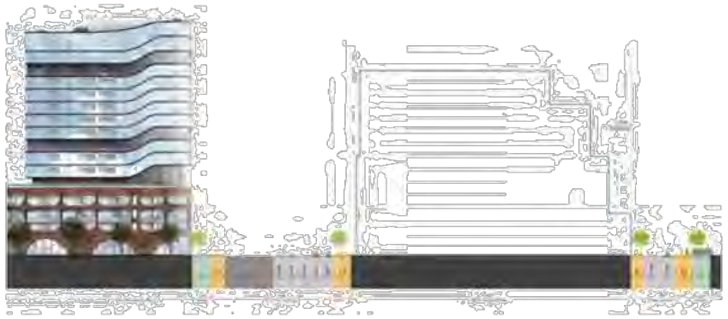


Figure 92. Alternate proposal supported by the applicant's expert witness for increasing the upper level setbacks on Coate Avenue to 5.5 metres

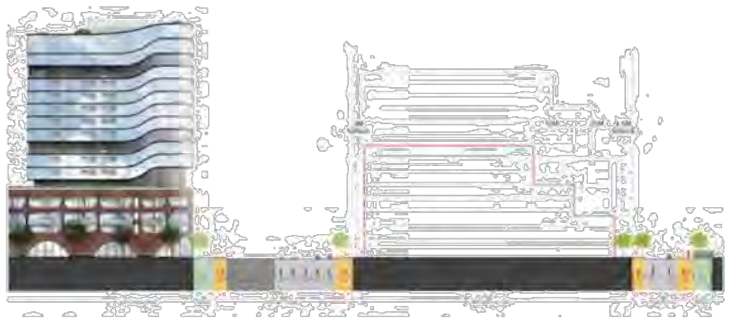


Figure 93. Alternate proposed supported by Leanne Hodyl (Council's expert witness) for reducing the overall building height and increasing the setbacks from Coate Avenue.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3A

8 Storeys - Option 1

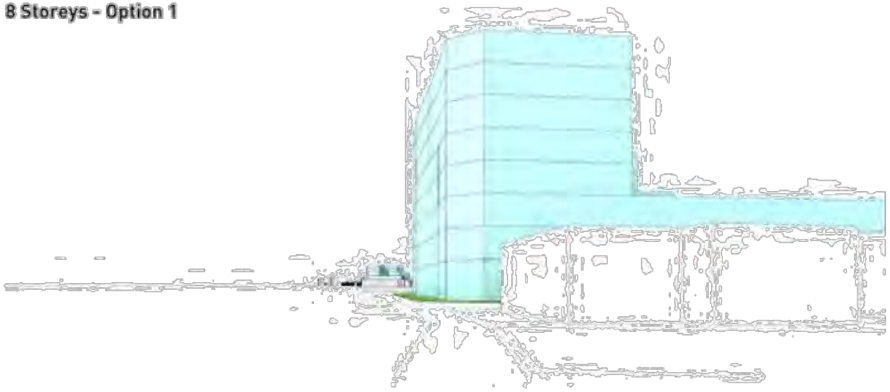




Figure 94. 8 storey street wall height along the full length of Heidelberg Road viewed from south side of street (left) and from across the street further to the west – looking east (right)

8 Storeys - Option 2

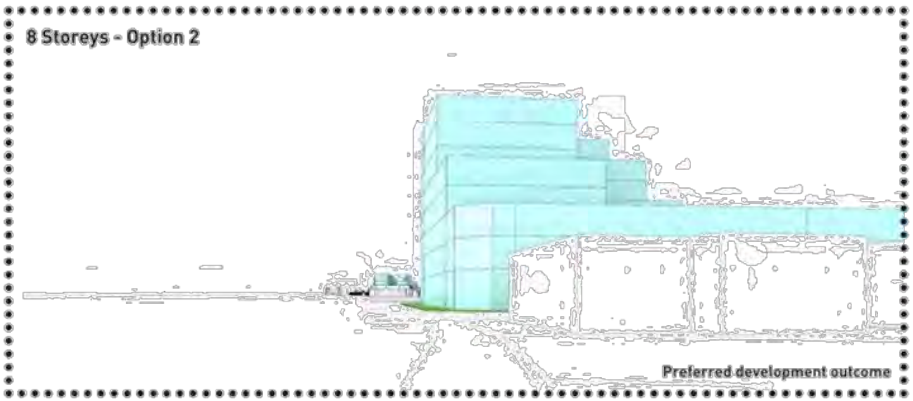




Figure 95. 8 storey street wall height stepping down to 5 then 3 storeys viewed from south side of street (left) and from across the street further to the west – looking east (right)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3A - Alphington West

Upper level setback - 8 Storeys - Option 1

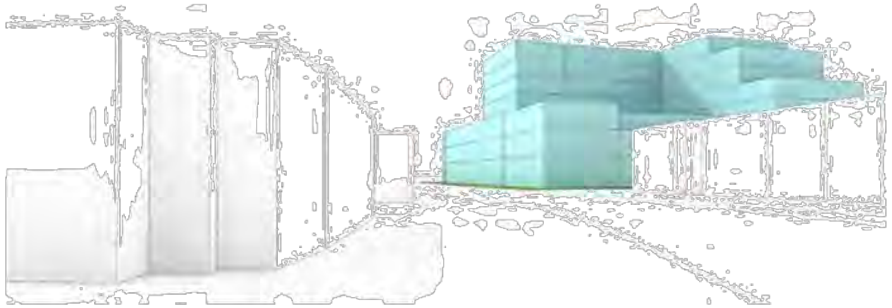


Figure 96. View from Coate Avenue - 8 storey development stepping directly to a 3 storey interface at Coate Avenue
The upper levels of the building become visually dominant in the street.

Upper level setback - 8 Storeys - Option 2

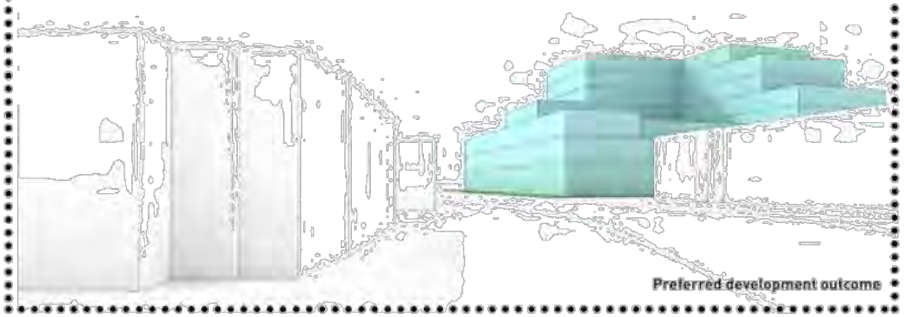


Figure 97. View from Coate Avenue - 8 storey development stepping to 5, then 3 storeys at Coate Avenue
The upper levels of the building become part of the overall building composition and are not visually dominant.

Upper level setback - 10 Storeys - Option 3

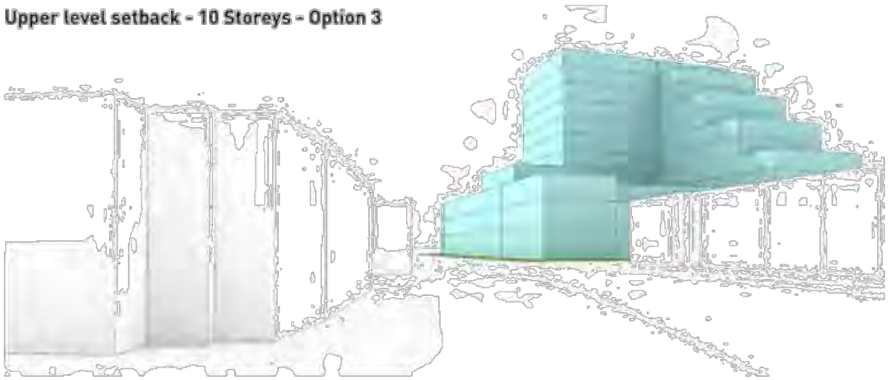


Figure 98. View from Coate Avenue - 10 storey development stepping to 5, then 3 storeys at Coate Avenue
The upper levels of the building become visually dominant in the street.

Upper level setback - 10 Storeys - Option 4

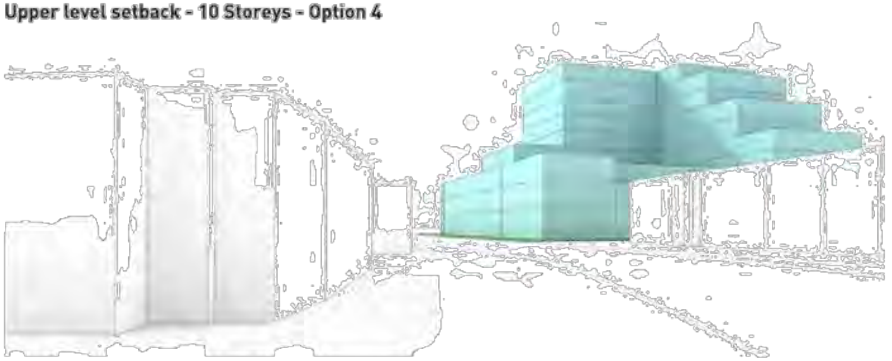


Figure 99. View from Coate Avenue - 10 storey development stepping to 5, then 3 storeys at Coate Avenue
The upper levels of the building become visually dominant in the street.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Key recommendation

Introduce a discretionary 8 storey height control, requiring the building to step down to 3 storeys at Coate Avenue and to 2 storeys on the southern boundary.

Upper levels to be set back at a 45 degree angle from the southern boundary.

Upper levels to be set back 10 metres above the 3rd floor on Coate Avenue, with an additional setback of 10 metres about the 5th floor.

Interface to Heidelberg Road

The proposed relationship to Heidelberg Road (at the intersection with Chandler Highway) is illustrated below.



Figure 101. Proposed street section - full street section

Precinct 3A



Figure 100. Section location plan

Figure 102. Proposed street section - detailed street section

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3A - Alphington West

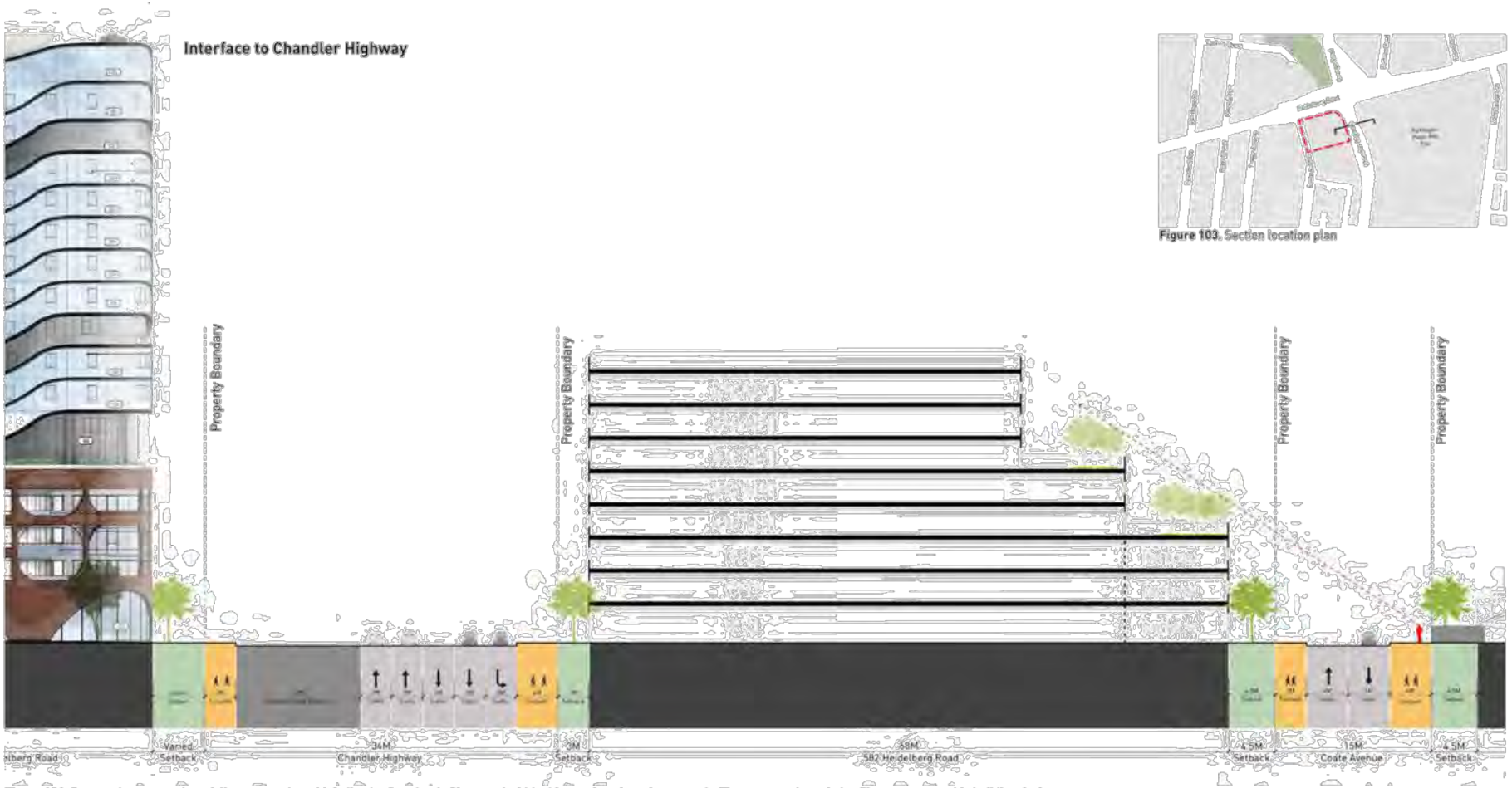


Figure 103. Section location plan

Figure 104. Proposed street section - full street section with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

Precinct 3A

D. Confirming overshadowing requirements



Figure 105. Cumulative shadow impact of 8 metre high boundary wall condition

Private open space has more than 5 hours sunlight between 9 am and 3 pm on 22 September
Shadow between 9 am and 3 pm on 22 September
Note: Assessment utilises the building footprints that are documented in Council's GIS mapping.

E. Building envelope controls

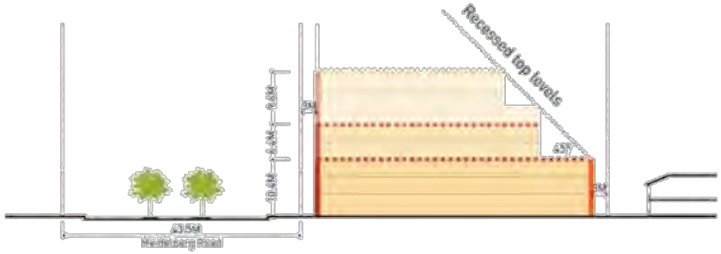


Figure 106. Proposed built form envelopes (section A-A) with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

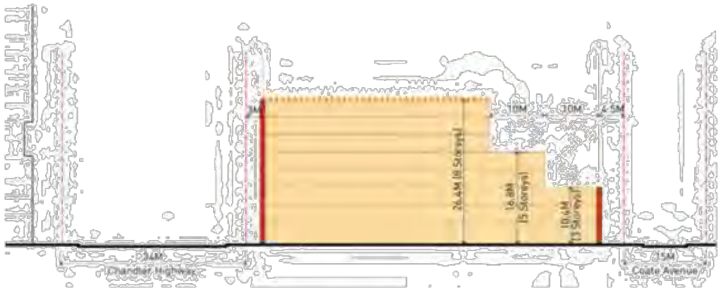


Figure 107. Proposed built form envelopes (section B-B) with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

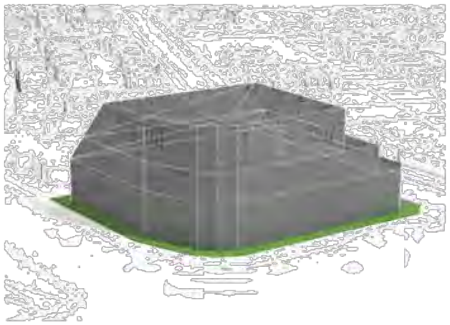


Figure 108. Demonstration of the 3d building envelope controls

Precinct 3A - Alphington West

F. Precedent examples - Precinct 3A



Figure 109. 80-ONCE Business & Living (Source: Sestrat S.A)



Figure 111. Peel Street, Collingwood (Source: DKO Architecture)



Figure 110. Proposal for 342-348 Victoria Street - Brunswick (Source: Fieldworks Architects)

Precinct 3A

G. Built form testing of proposed building envelopes

Testing site 3A

Location: 592 Heidelberg Road			
Site area:	Lot width:	Lot depth:	Characters:
3,729m²	68M	56M	Singular site





Figure 115. Existing building

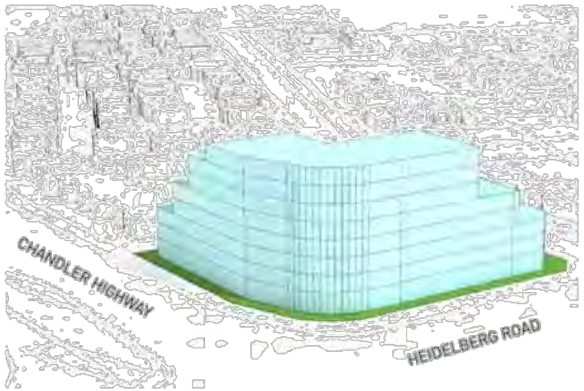


Figure 112. Built form testing - perspective view

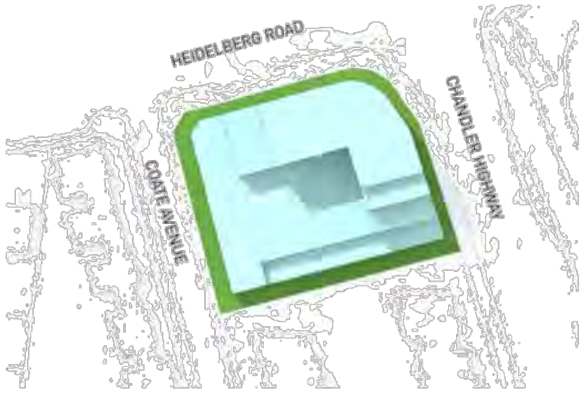


Figure 113. Built form testing - plan view

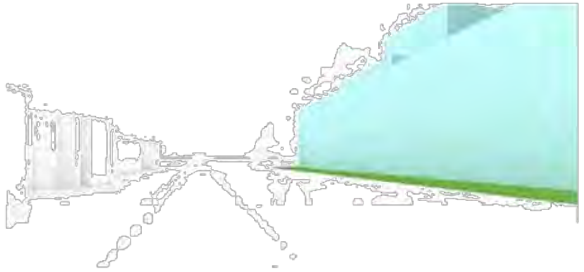


Figure 114. View from Coate Avenue illustrating the benefits of a three storey street wall height with significant upper level setbacks that ensure the building is not visually dominant in the street.

Precinct 3A - Alphington West

H. Proposed built form controls

The proposed building envelope controls are illustrated in the following plans.

Considering the unique site attributes and the need to support design flexibility with certainty that minimum amenity standards are met, a mix of mandatory and discretionary controls are proposed as follows:

Discretionary

- Overall height limits
- Street wall heights to Heidelberg Road, Chandler Highway and Coate Avenue
- Upper level setbacks from street

Mandatory

- Front setbacks to all streets
- Rear interface controls (maximum rear interface heights, ground level and upper level setbacks)

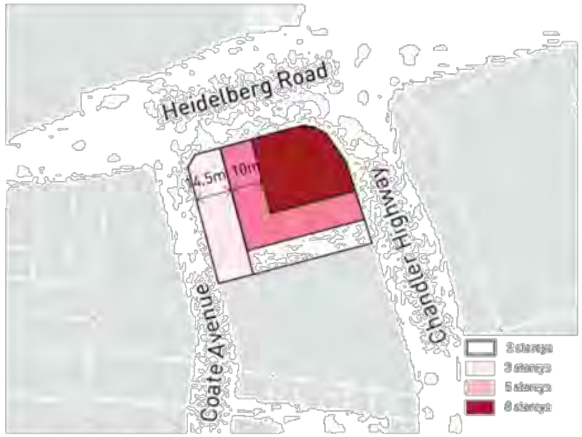


Figure 116. Precinct 3A - Proposed overall building heights

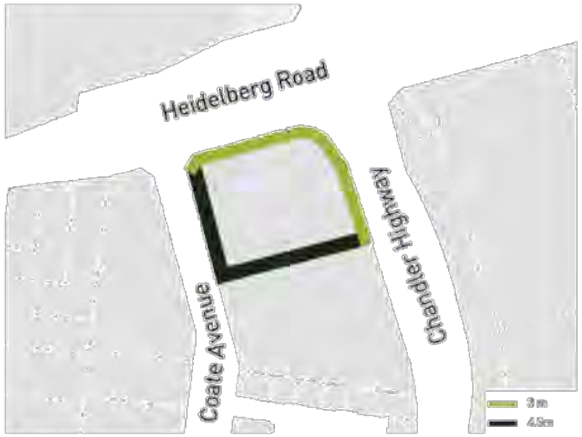


Figure 117. Precinct 3A - Proposed ground floor setbacks



Figure 118. Precinct 3A - Proposed street wall heights / building heights along residential interface boundaries

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B - Heidelberg Road Neighbourhood Activity Centre

A. Key valued character attributes



Figure 119. Precinct 3B – Aerial image



Figure 120. Key character attributes



1. Recent mixed-use development – the overall height and massing responds to the urban context. The significant setback incorporates large trees and low-storey planting and improves the quality of the pedestrian environment.
2. Existing fine-grain shopfronts provide a pedestrian-friendly environment. This occurs in the block bounded by Yarralea Street and Park Avenue.
3. Existing and potential heritage buildings are located within this block. PAO applies in the corner and overlays five sites including an existing heritage building.
4. Smaller frontages/shops, narrow footpath, and verandahs give more sense of traditional and enclosure.
5. Residential side streets, including large mature trees and significant setbacks.

Precinct 3B - Neighbourhood Activity Centre

B. Design Strategy

Develop a new mid-rise character for the existing neighbourhood centre which complements the scale and facilities in the former Alphington Paper Mills site. Enhance the setting of heritage buildings and the fine-grain development patterns through a low-street wall height.



Figure 121. Design Strategy

- Existing heritage buildings
- Potential heritage buildings
- Existing medium-density, mid-rise housing
- Existing vehicular access (retained/consolidated)
- Vehicular access removal preferred
- Existing landscape setback
- Proposed 3m landscape setback
- Create urban street wall and activated edges along Heidelberg Road
- PAO overlay
- Neighbourhood Residential Zone

Minimise visual bulk, overshadowing and privacy on the sensitive interface:

- Rear to rear boundary condition
- Rear to side boundary condition
- Side to side boundary condition
- Rear to laneway boundary condition

58 Heidelberg Road Built Form Framework | Hodyl + Co

Design Objectives

Introduce a generous landscape setback in the block bounded by Como Street and Yarralea Street - Location 1.

The existing PAO in this location requires buildings to setback from the street in the order of 12m. This provides an opportunity to create a landscape setback that could provide opportunities for retail, cafes (outdoor dining) that is setback from the traffic of Heidelberg Road.

West of Yarralea Street this opportunity has not been pursued as the location of existing heritage buildings conflict with the PAO location.

Respond to existing valued character, including heritage buildings and fine-grain shopfronts on the block bounded by Yarralea Street and Park Avenue - Location 2.

There are potentially five sites of heritage significance that have a zero metre setback to the street. This character should be continued along this street interface.

Improve the quality of Heidelberg Road by creating a comfortable sense of enclosure and definition to the street - Location 3.

This can be achieved through the introduction of a street wall height that provides a positive interface to the street but which does not visually dominate. This balance is particularly important to achieve considering the poor quality of the street environment. Buildings that are visually overwhelming will exacerbate the impact of heavy traffic on the pedestrian experience.

Ensure development does not visually dominate or unreasonably overshadow private open space in adjacent residential areas - Location 4.

The neighbouring residential properties all incorporate private open space at the rear of each dwelling.

Sunlight should be provided at the equinox according to the current level of provision required in Clause 54 and 55 of the planning scheme.

Minimise the impact of vehicular crossovers - Location 5.

Vehicular access to most sites is provided from Heidelberg Road. This includes shared access for a number of sites. There are five existing crossovers where alternative access can be provided. No additional vehicular crossovers are supported.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B

C. Determining Heidelberg Road development scale

700-718 Heidelberg Road

8 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

- 8 storey buildings are visually dominant, creating a wall of development.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.



8 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres

- 8 storey buildings are visually dominant.
- The 6 metre setback provides a negligible improvement on reducing this dominance.
- Creates an uncomfortably proportioned building where the lower and upper levels are of equal heights.



8 Storeys - Option 3

Street wall: 4 storeys
Upper level setback: 45 degree angle

- Creates awkward building forms that are uncomfortably proportioned.



Figure 122. Built form testing on 718 Heidelberg Road

Preferred development outcome

7 Storeys - Option 4

Street wall: 4 storeys
Upper level setback: 6 metres

- The 4-storey street wall provides a balanced street wall height against the street width.
- The 6m setback reduces the visual dominance of upper levels and supports heights of 7 storeys.



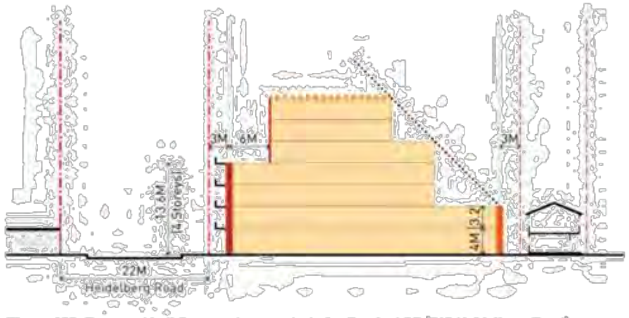


Figure 123. Proposed building envelope controls for Precinct 3B (718 Heidelberg Road)

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Between Park Avenue and Yarralea Streets

6 Storeys - Option 1

Street wall: 1-2 storeys
Upper level setback: 3 metres

- 6 storey buildings are visually dominant, creating a wall of development.
- Upper levels are too dominant for the context.
- Creates an uncomfortably proportioned building above existing heritage buildings.



6 Storeys - Option 2

Street wall: 1-2 storeys
Upper level setback: 6 metres

- 6 storey buildings are visually dominant, creating a wall of development.
- Upper levels are too dominant for the context.
- Creates an uncomfortably proportioned building above existing heritage buildings.



6 Storeys - Option 3

Street wall: 1-2 storeys
Upper level setback: 45 degree angle

- Creates awkward building forms that are uncomfortably proportioned.



Figure 124. Built form testing on heritage block

Preferred development outcome

6 Storeys - Option 4

Street wall: 1-2 storeys
Upper level setback: 6 metres & 45 degree angle (above 5th floor)

- Overall 5 storey height frames the street without being overly visually dominant. The 6m setback creates a more distinctive street wall which enhances the existing character and heritage buildings.
- Creates a comfortably proportioned building where the lower levels support integration with the existing heritage buildings within the street.



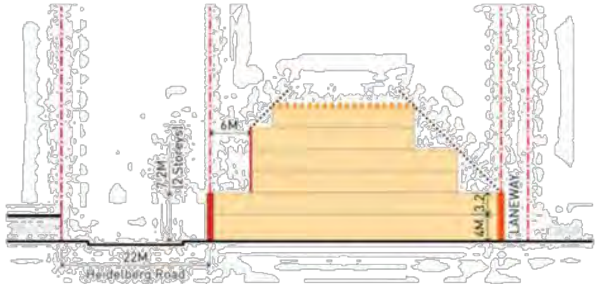


Figure 125. Proposed building envelope controls for Precinct 3B (heritage block)

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Proposed built form envelopes (section) with indicative floor levels illustrated within this envelope for reference only. These are not intended to illustrate acceptable building designs.

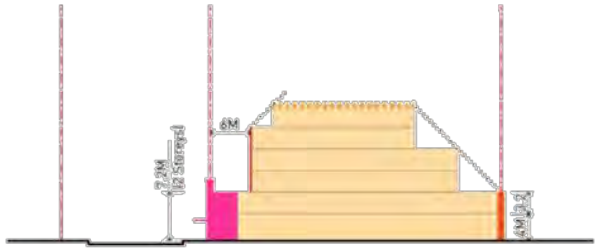


Figure 126. Proposed built form envelopes (section) in response to existing heritage building

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B

Between Yarralea Street and Como Street (with PAO overlay)

6 Storeys - Option 1

Street wall: 4 storeys
Upper level setback: 3 metres

- Overall 6 storey height frames the street without being overly visually dominant.
- Creates a comfortably proportioned building where the lower levels support integration with the existing heritage buildings within the street.



Preferred development outcome

6 Storeys - Option 2

Street wall: 4 storeys
Upper level setback: 6 metres

- Overall 6 storey height frames the street without being overly visually dominant. The 6m setback creates a more distinctive street wall.
- Creates a comfortably proportioned building where the base of the building is prominent and upper levels are recessed.



6 Storeys - Option 3

Street wall: 6 storeys
Upper level setback: N/A

- Street wall height is too dominant for the context.



Figure 128. Built form testing for Precinct 3B (eastern block)

D. Building envelope controls

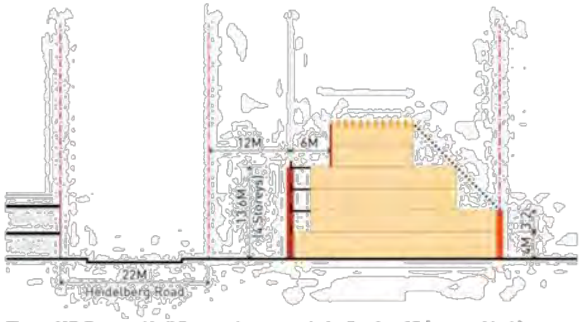


Figure 127. Proposed building envelope controls for Precinct 3B (eastern block)

Note: Ground level setback to rear boundary may be required depending on relationship to existing dwelling location (refer to Figure 15 on page 13)

Key recommendation

Precinct 3 - 700-718 Heidelberg Road

Introduce a 8-storey building height control in Precinct 3 (718 Heidelberg Road) with a 4 storey street wall and 6 metre setback. Above six storeys additional setbacks are required at a 45 degree angle.

Precinct 3 - Between Park Avenue and Yarralea Streets

Introduce a 5-storey building height control with a 2 storey street wall and 6 metre setback.
Above five storeys additional setbacks are required at a 45 degree angle.

Precinct 3 - Between Yarralea Street and Como Street (with PAO overlay)

Introduce a 6-storey building height control with a 4 storey street wall and 6 metre setback.

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Interface to Heidelberg Road – 718 Heidelberg Road

The proposed relationship to Heidelberg Road is illustrated below.



Figure 130. Proposed street section - full street section

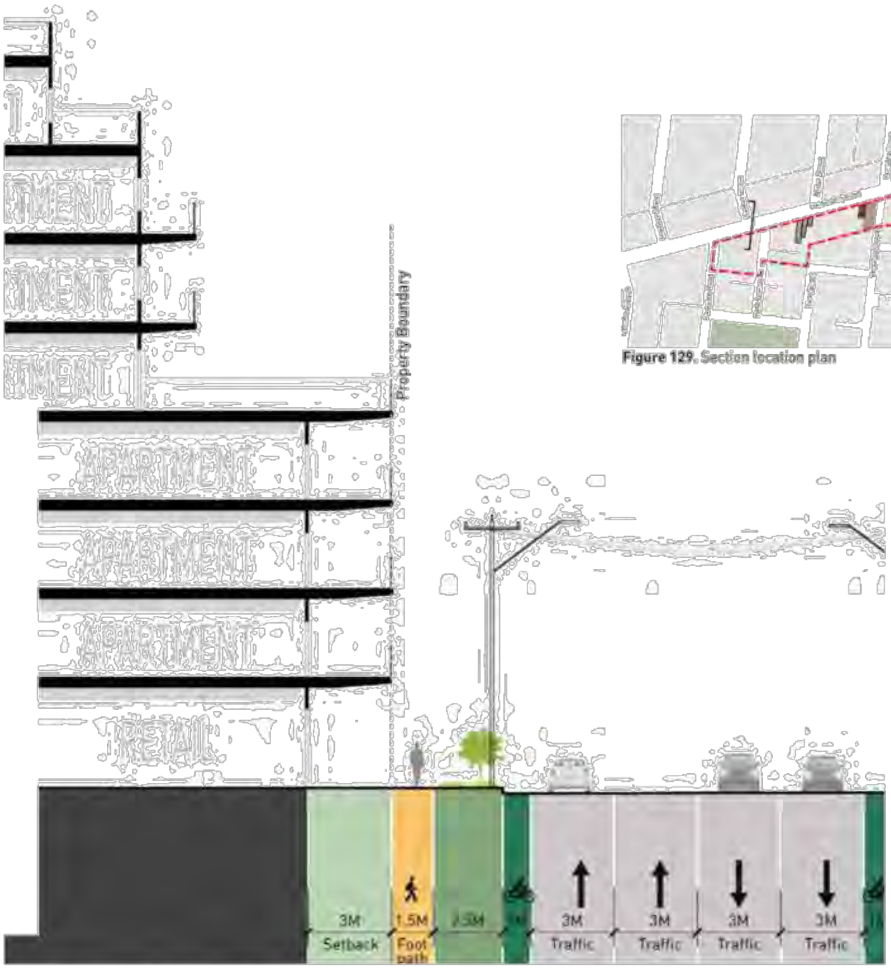


Figure 131. Proposed street section - detailed street section

Figure 129. Section location plan

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B

Interface to Heidelberg Road – Between Park Avenue and Yarralea Street

The proposed relationship to Heidelberg Road is illustrated below.

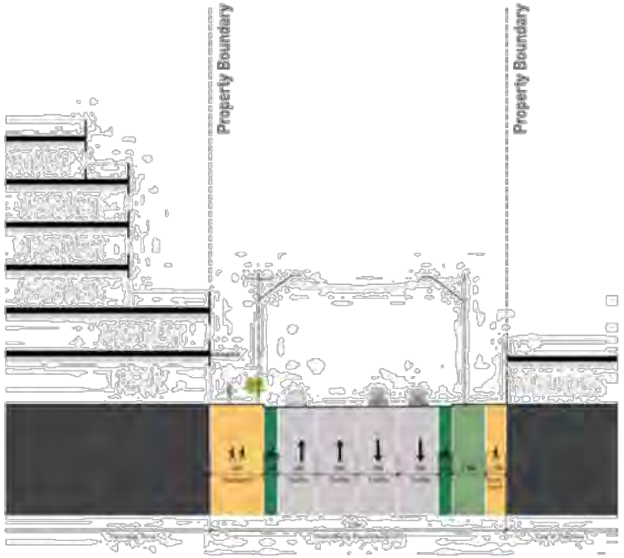


Figure 133. Proposed street section – full street section

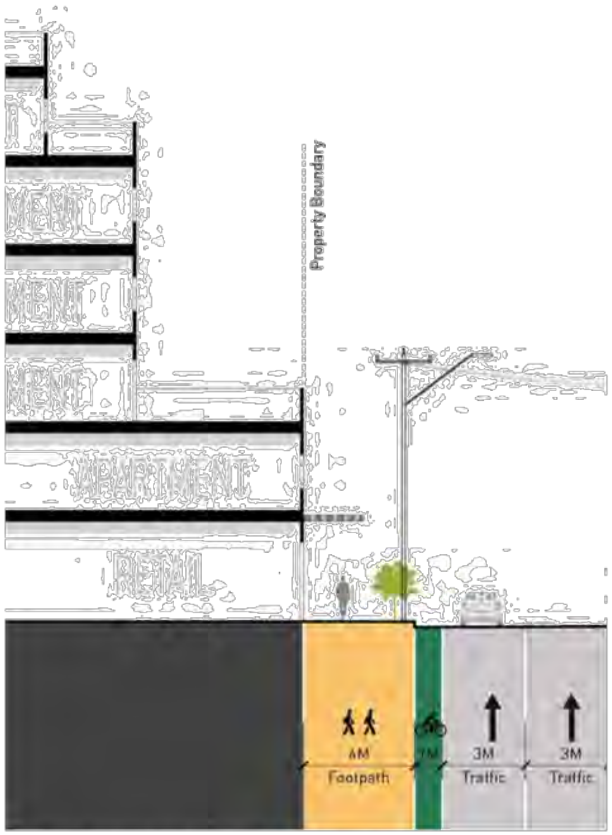


Figure 134. Proposed street section – detailed street section



Figure 132. Section location plan

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Interface to Heidelberg Road – East of Yarralea Street (PAO overlay)

The proposed relationship to Heidelberg Road is illustrated below.



Figure 136. Proposed street section – full street section



Figure 135. Section location plan

Figure 137. Proposed street section – detailed street section

Precinct 3B

E. Confirming overshadowing requirements



Figure 138. Cumulative shadow impact of 8 metre high boundary wall condition

Private open space has more than 5 hours sunlight between 9 am and 3 pm on 22 September
Shadow between 9 am and 3 pm on 22 September
Note 1: Assessment utilises the building footprints that are documented in Council's GIS mapping.

Precinct 3B - Neighbourhood Activity Centre

F. Precedent examples - Precinct 3B



Figure 139. Nine Smith St, Fitzroy (Source: Neometro)



Figure 140. George Corner, Fitzroy (Source: Neometro)



Figure 141. Nightingale 1, Brunswick (Source: Breathe Architecture)

Precinct 3B

G. Built form testing of preferred envelope controls

Testing site 3B-1 – the block between Yarralea Street and Parkview Avenue

Location: 730 Heidelberg Road			
Site area: 348m²	Lot width: 6.4M	Lot depth: 50M	Character/use: Narrow and deep site Potential heritage site
Location: 732 Heidelberg Road			
Site area: 370m²	Lot width: 8M	Lot depth: 53M	Character/use: Narrow and deep site Potential heritage site
Location: 734 Heidelberg Road			
Site area: 363m²	Lot width: 7.3M	Lot depth: 54M	Character/use: Narrow and deep site Potential heritage site
Location: 736 Heidelberg Road			
Site area: 740m²	Lot width: 12M	Lot depth: 38M	Character/use: Automotive service
Location: 738 Heidelberg Road			
Site area: 608m²	Lot width: 16M	Lot depth: 38M	Character/use: Fitness
Location: 740 Heidelberg Road			
Site area: 864m²	Lot width: 24M	Lot depth: 38M	Character/use: Warehouse
Location: 750 Heidelberg Road			
Site area: 516m²	Lot width: 14M	Lot depth: 38M	Character/use: Electricity
Location: 756 Heidelberg Road			
Site area: 450m²	Lot width: 12M	Lot depth: 38M	Character/use: Heritage overlay
Location: 760 Heidelberg Road			
Site area: 611m²	Lot width: 16M	Lot depth: 38M	Character/use: Potential heritage site





Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

Testing site 3B-1

732 Heidelberg Road



Figure 142. Built form testing – plan and perspective views

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B

Testing site 3B-2 – PAO overlay site

Location: 600 Heidelberg Road			
Site area:	Lot width:	Lot depth:	Characters:
2,260m²	53M	55M	Red Rooster PAO overlay





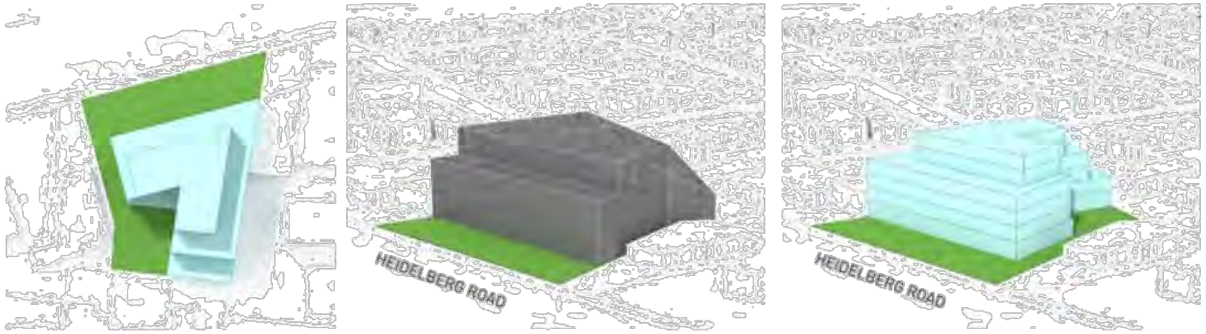


Figure 143. Built form testing – plan, built form envelope and perspective view)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Precinct 3B - Neighbourhood Activity Centre

H. Proposed built form controls

The proposed building envelope controls are illustrated in the following plans.

700-718 Heidelberg Road

Considering the unique site attributes and the need to support design flexibility with certainty that minimum amenity standards are met, a mix of mandatory and discretionary controls are proposed on 718 Heidelberg Road which is identified as a strategic site as follows:

Discretionary

- Overall height limit
- Street wall heights
- Upper level setback to street

Mandatory

- Front setbacks to all streets
- Rear interface controls (maximun rear interface heights, ground level and upper level setbacks)

Remaining sites in Precinct 3B

On all other sites, mandatory controls are proposed for all envelope controls.



Figure 146. Precinct 3B – Proposed ground floor setbacks

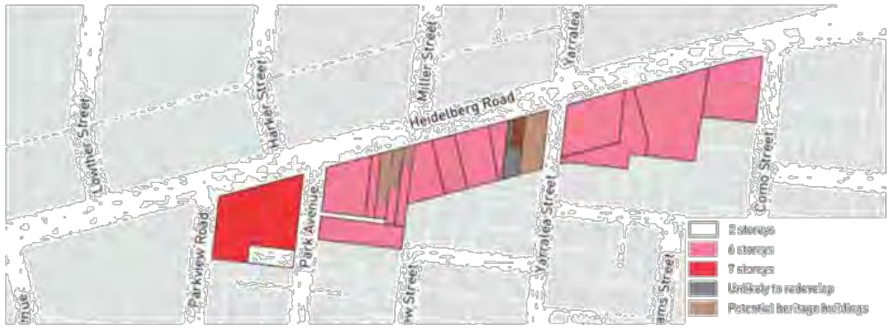


Figure 144. Precinct 3B – Proposed overall building heights



Figure 145. Precinct 3B – Proposed street wall heights / building heights along residential interface boundaries

4. Summary of recommendations

4.1 Summary of proposed controls

The following development controls are recommended within this report:

- Maximum building heights (refer Figure 147 and Table 1)
- Minimum ground floor setbacks (refer Figure 148 and Table 1)
- Maximum street wall heights (refer Figure 149 and Table 1)
- Minimum upper level setbacks from street (refer Table 1)
- Maximum rear interface building height (refer Table 1)
- Minimum upper level setbacks above the rear boundary building height (refer Table 1)
- Minimum rear boundary ground level setback (refer Table 1)
- Overshadowing requirements to residential interfaces (refer Table 1)
- Upper level building setbacks from side boundaries (refer Table 2)
- Building separation within sites (refer Table 2)
- Design principles (refer Table 3).

Proposed building heights



Figure 147. Proposed building heights (all precincts)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Proposed Ground Floor Setbacks



Figure 148. Proposed ground floor setbacks (all precincts)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Proposed street wall height and rear interface building heights



Figure 149. Proposed street wall heights (all precincts)

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Summary of development controls (all precincts)

Precinct	Maximum building height	Preferred street wall height	Maximum street wall height	Ground floor setback to street(s)	Minimum upper level setback from street(s)	Maximum rear interface height	Upper level setbacks (above rear interface)	Minimum rear boundary setback	Overshadowing
Precinct 1	6 / 8 storeys (20m/27m)	4-6 storeys	6 storeys	3 metres	6 metres	4 storeys (park)	A setback of 45 degrees applies about the maximum rear interface building height. A maximum of two steps within the buildings are strongly encouraged.	3 metres (to park)	Overshadowing of adjacent residential properties to comply with Clause 54 and 55 of the Yarra Planning Scheme.
Precinct 2	6 storeys (20m)		4 storeys	3 metres	6 metres	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	
Precinct 3A	8 storeys (27m)		On Heidelberg Road, 3-8 storeys from Coate Avenue to Chandler Highway	3 metres to Heidelberg Road and Chandler Highway 4.5 metres to Coate Avenue	6 metres to Heidelberg Road and Chandler Highway 14.5 metres to Coate Avenue above 3rd storeys	2 storeys (8 metres)		4.5 metres	
Precinct 3B – 700-718 Heidelberg Road	7 storeys (24m)		4 storeys	3 metres	6 metres	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	
Precinct 3B – Between Park Avenue and Yarralea Street	6 storeys (20m)		2 storeys	0 metres	6 metres, with an additional 45 degree angle setback above level 3	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	
Precinct 3B – Between Yarralea Street and Cone Street	6 storeys (20m)		4 storeys	12 metres	6 metres	2 storeys (8 metres)		0 metres (if adjacent dwelling is located 15m or more from the property boundary) 3 metres (if adjacent dwelling is located less than 15m from the property boundary)	

Table 1. Summary of building envelope controls for all precincts (excluding upper level building setbacks and building separation within a site)

Building height	Preferred separation (Suitable if there is a primary living space/ balcony facing the boundary)	Minimum separation (Suitable when the use is not a primary living space or balcony facing the boundary)
Up top 4 storeys	4.5m	3m
5-8 storeys	6m	3m

Table 2. Upper level building setbacks and building separation within a site - all precincts

Design principles
Active ground floor frontages required to all sites fronting Heidelberg Road
Multiple entrances to buildings on large sites is encouraged
Weather protection at entrances to buildings within Precincts 1, 2 and 3A (within 3 metre ground floor setback)
Continuous weather protection provided within Precinct 3B
Incorporate weather protection at entrances within the front setback and continuous weather protection in the Heidelberg Road Neighbourhood Activity Centre.
Locate all future carparking underground in basements.
Locate vehicular crossovers from rear lanes or side streets where possible.
Rationalise the number of existing crossovers to Heidelberg Road where multiple crossovers exist on single sites.
No additional vehicular crossovers are supported on Heidelberg Road.

Table 3. Design principles - all sites

Discretionary controls
Mandatory controls

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

4.2 Extent of mandatory controls

The role of mandatory controls is guided through planning practice notes 59 and 60 (refer call-out box).

The detailed testing within this report leads to a recommendation for a combination of discretionary and mandatory controls on strategic sites, and mandatory controls on all other sites.

This is considered appropriate as:

- The mandatory controls support strategic objectives for development intensification.
- The rear interface controls for all development have been rigorously tested, are appropriate for the majority of proposals and provide for the preferred balance between development intensification and protection of amenity.
- The mandatory controls provide an efficient outcome - considering the interface between commercial and sensitive residential precincts, without certainty there will continue to be a significant number of objections and lack of clarity on the preferred development outcome. This has already been demonstrated through 3 recent VCAT cases.
- The majority of proposals not in accordance with the mandatory provisions will be clearly unacceptable. Considering the combination of a poor quality, heavily trafficked arterial and sensitive residential interfaces, the detailed testing in this report demonstrates the limited range of circumstances that provide a positive outcome to both interfaces.

Planning practice note 59: The role of mandatory provisions in Planning Schemes

This practice note sets out the criteria that can be used to decide whether mandatory provisions may be appropriate in planning schemes in Victoria.

It acknowledges that Victorian planning schemes are predominantly performance-based, with schemes specifying a clear objective and often a preferred development outcome while providing a degree of flexibility on how the objective is achieved.

Mandatory provisions are noted as the exception, however in circumstances where a mandatory provision will provide certainty and ensure a preferable and efficient outcome they can be supported.

The criteria that must be addressed include:

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

Planning practice note 60: Height and setback controls for activity centres

This practice note provides guidance on the state government's preferred approach to the application of height and setback controls for activity centres. It has been updated in response to the preliminary findings from the recent Activity Centre Pilot program.

It acknowledges the need to support development intensification. It notes that 'height and setback controls can be appropriate so long as they are not aimed at restricting the built form, but at facilitating good design outcomes'. The application of height and setback controls must be 'soundly based on the outcomes of strategic research and background analysis that demonstrates consistency with state and regional policy and includes a comprehensive built form analysis.'

The Practice Note states that a combination of discretionary and mandatory height and setback controls may be appropriate. Discretionary height and setback controls are preferred, with mandatory provisions supported when they are justified by robust and comprehensive strategic work, or where exceptional circumstances warrant their introduction.

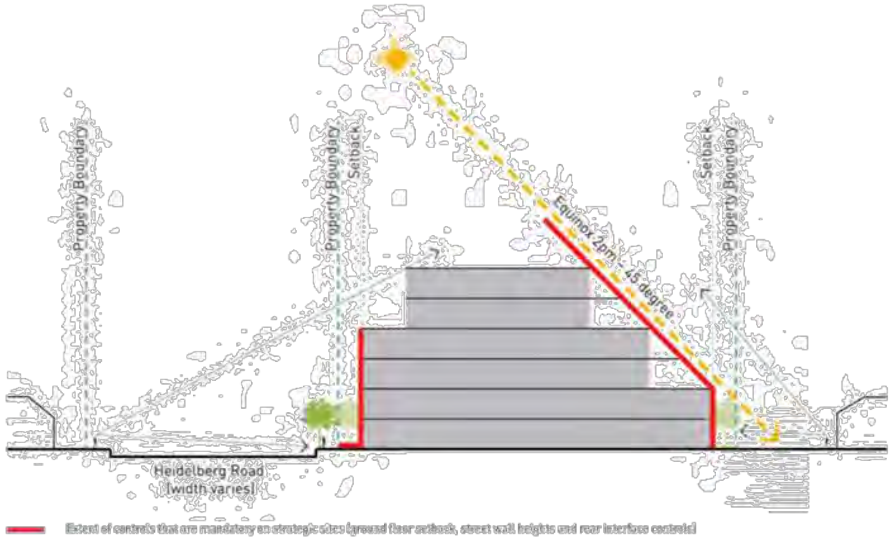


Figure 150. Summary of mandatory controls on strategic development sites. All controls are proposed as mandatory on all other sites

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework



Appendix A - Overshadowing assessment

The overarching urban design strategy adopts the position that protecting existing secluded private open space to meet the requirements of Clause 54 and 55 is appropriate.

The following boundary wall heights have been tested to determine the maximum wall height that delivers this requirement.

- 4 metres
- 7.2 metres (4m commercial with one floor above)
- 8 metres (2 x 4m commercial floors)
- 12 metres (3 x 4m commercial floors)

The impact of these different boundary wall heights at the summer and winter solstice have been provided for illustrative purposes only.

Shadow study – Spring

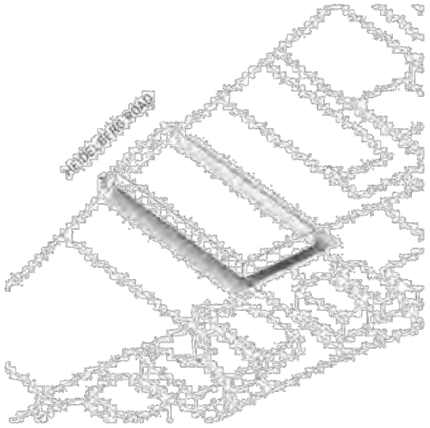


Figure 151. Extent of overshadowing of a 4 metre high wall on boundary. The overshadowing impacts are minimal.

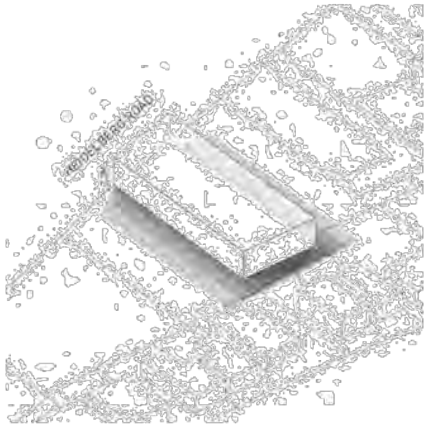


Figure 153. Extent of overshadowing of a 7.2 metre high wall on boundary. The overshadowing impacts are increased, however the minimum requirements of Clause 54 and 55 can be met.

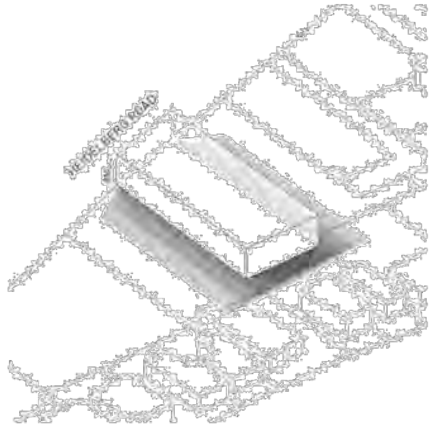


Figure 152. Extent of overshadowing of a 8 metre high wall on boundary. The overshadowing impacts are increased, however the minimum requirements of Clause 54 and 55 can be met.

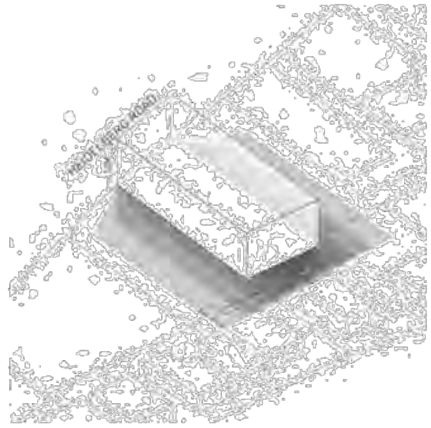


Figure 154. Extent of overshadowing of a 12 metre high wall on boundary. The overshadowing impacts are increased and the minimum requirements of Clause 54 and 55 can no longer be met.

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Shadow study – Winter

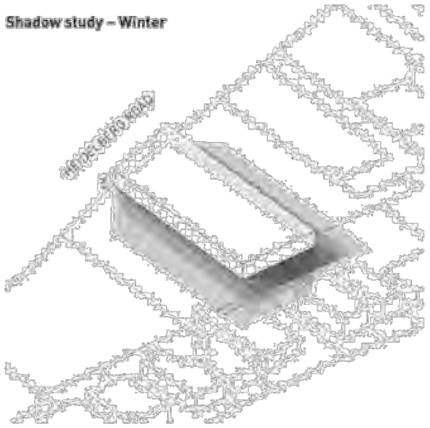

Figure 155. 4 metre high boundary wall

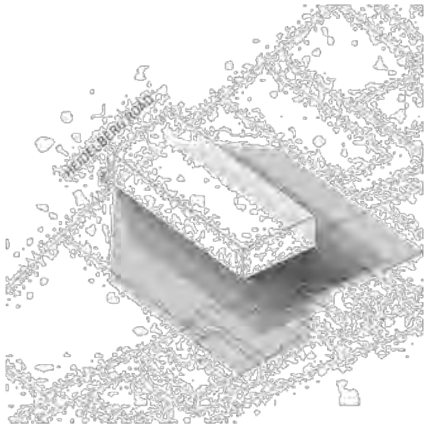

Figure 156. 7.2 metre high boundary wall

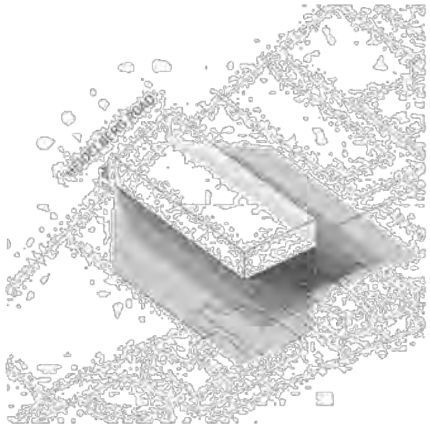

Figure 157. 8 metre high boundary wall

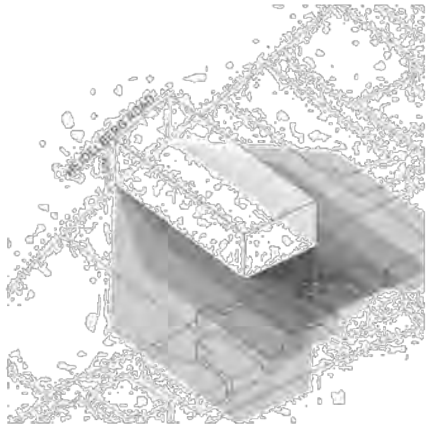

Figure 158. 12 metre high boundary wall

Shadow study – Summer

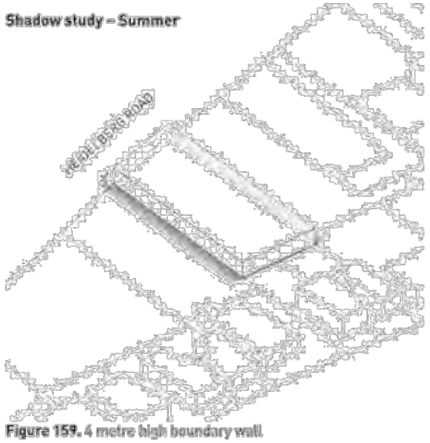

Figure 159. 4 metre high boundary wall

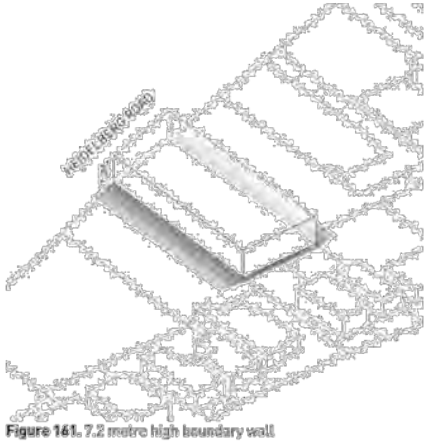

Figure 161. 7.2 metre high boundary wall

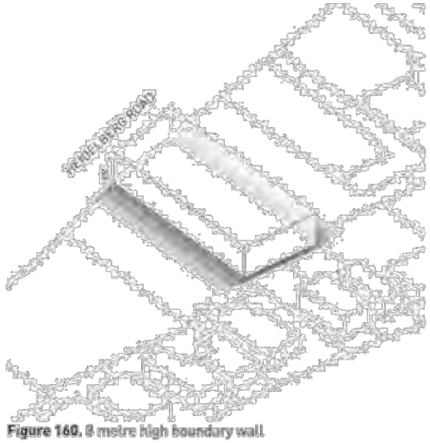

Figure 160. 8 metre high boundary wall

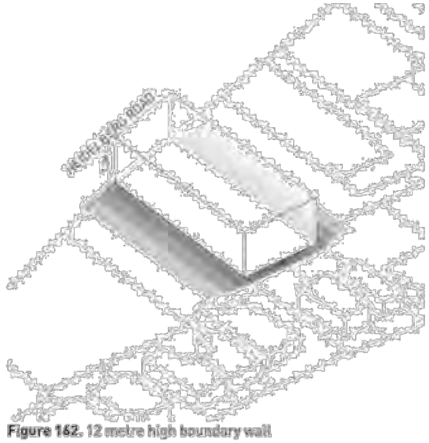

Figure 162. 12 metre high boundary wall

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Precinct 1



Figure 166. 7.2 metres rear street wall height



Figure 167. 10.4 metres rear street wall height



Figure 168. 13.6 metres rear street wall height

Precinct 3B



Figure 163. 4 metres rear street wall height



Figure 164. 7.2 metres rear street wall height with setback



Figure 165. 10.4 metres rear street wall height



Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework



Figure 171. Sunlight hours analysis against Clause 54/55 requirements - 8 metres rear boundary wall height (D=7.7 metres)

Floor heights:
Ground floor – 4M (Commercial)
Upper floors – 4M (Commercial)

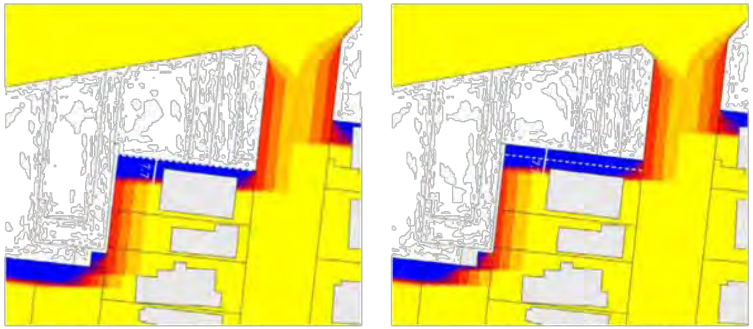

Figure 172. Comparison setback option on rear to side boundary - no setback (left) & 3 metres setback (right)



Figure 169. 4 metres rear street wall height (D=3.9 metres)



Figure 170. 12 metres rear street wall height (D=11.6 metres)

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Precinct 3A

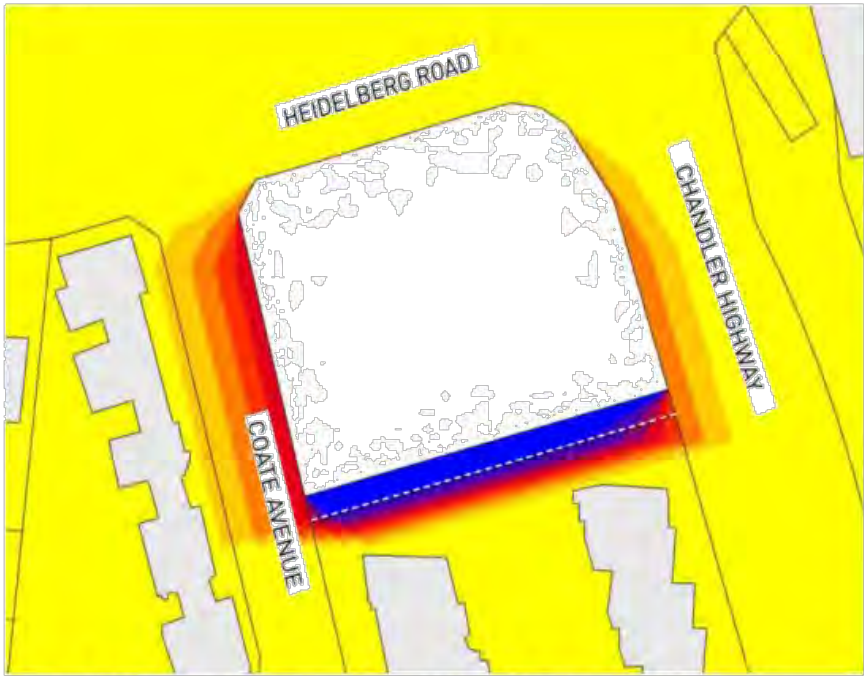


Figure 176. Sunlight hours analysis – 10.4 metres rear street wall height with 4.5m setback

Floor height:
Ground floor – 4M (Commercial)
Upper floors – 3.2M (Residential)

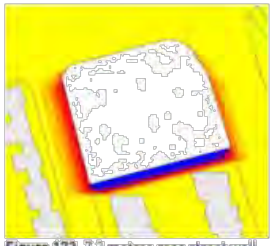


Figure 173. 7.2 metres rear street wall height

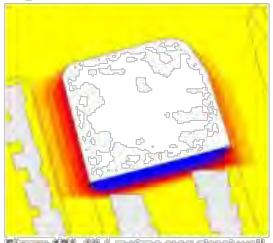


Figure 174. 10.4 metres rear street wall height

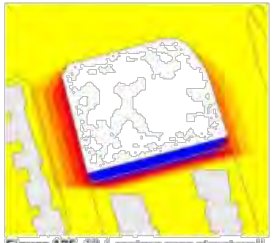


Figure 175. 10.4 metres rear street wall height with 3m setback

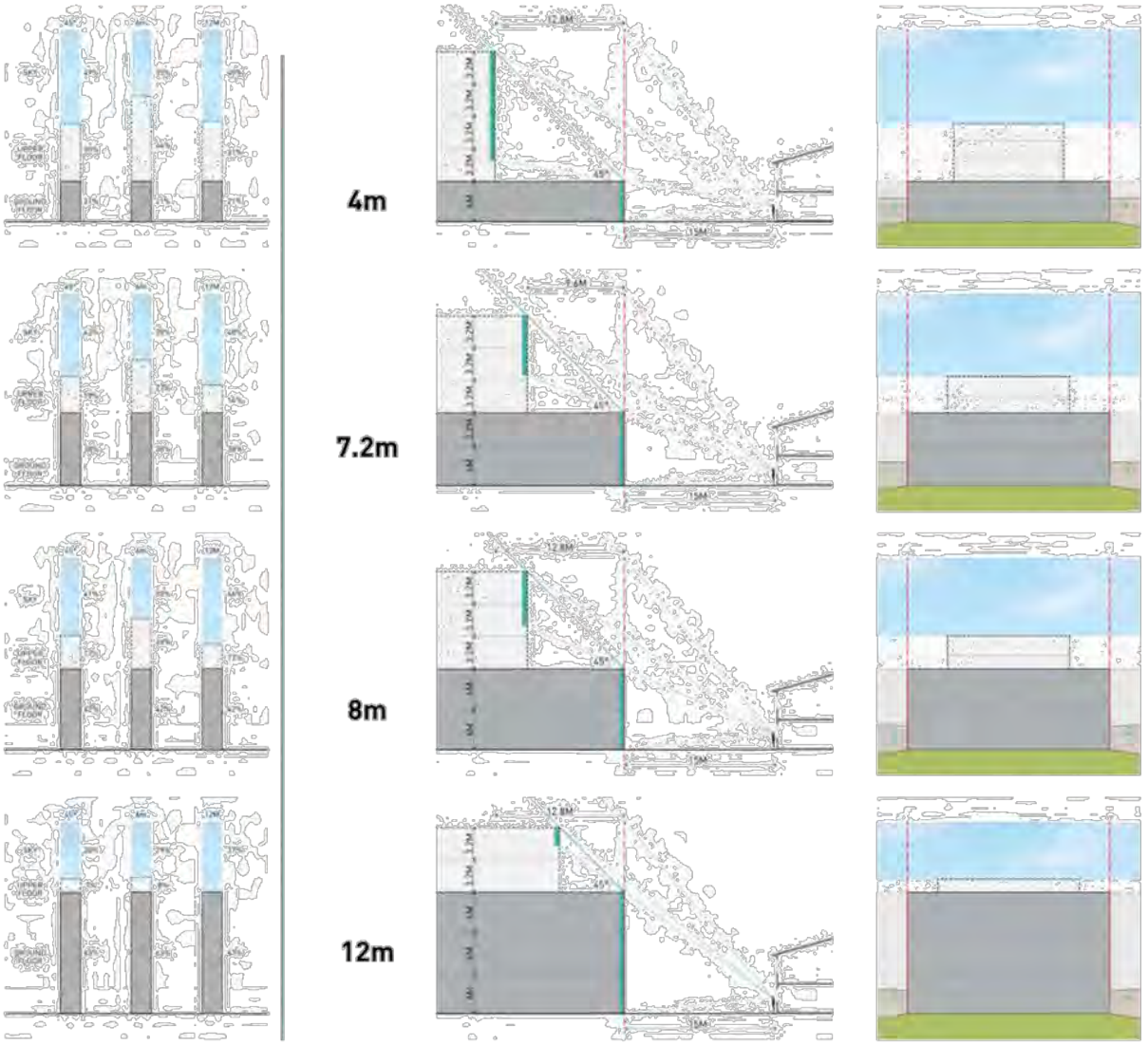


Appendix B - Visual Impact Assessment

Visual impact – 5 storeys (view from 15m)

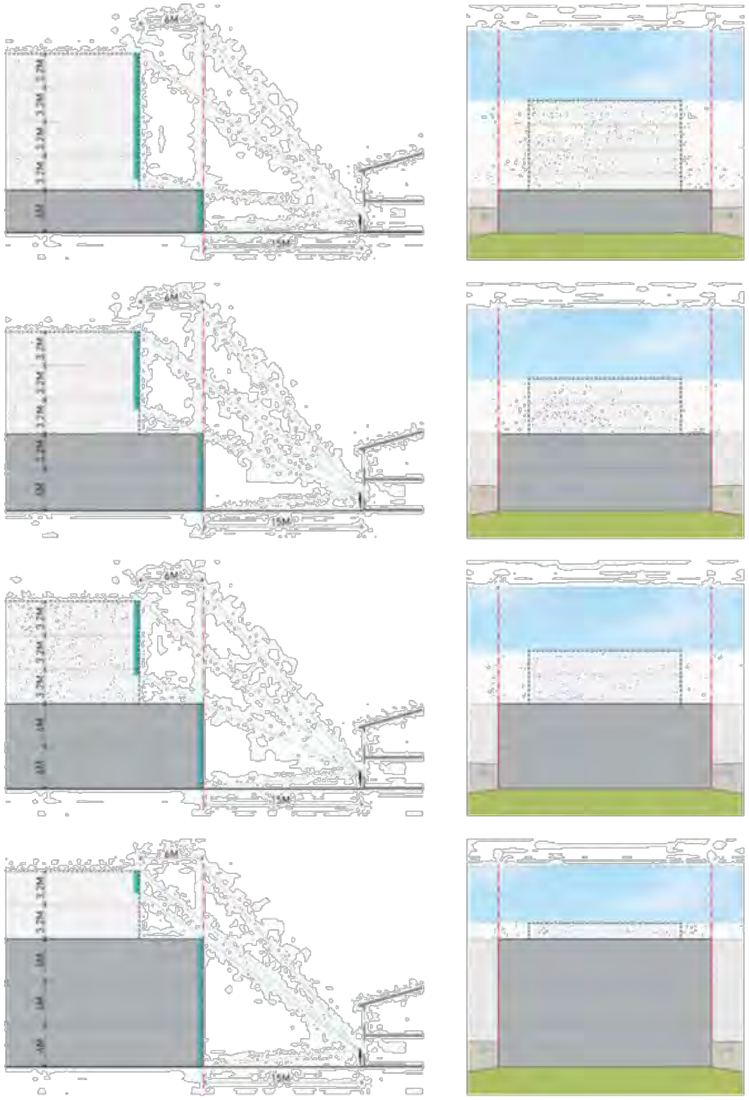
Table 4. Visual impact assessment of each scenario (5 storeys - view from 15m)

	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Achieved	Achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Achieved	Achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Achieved	Achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved

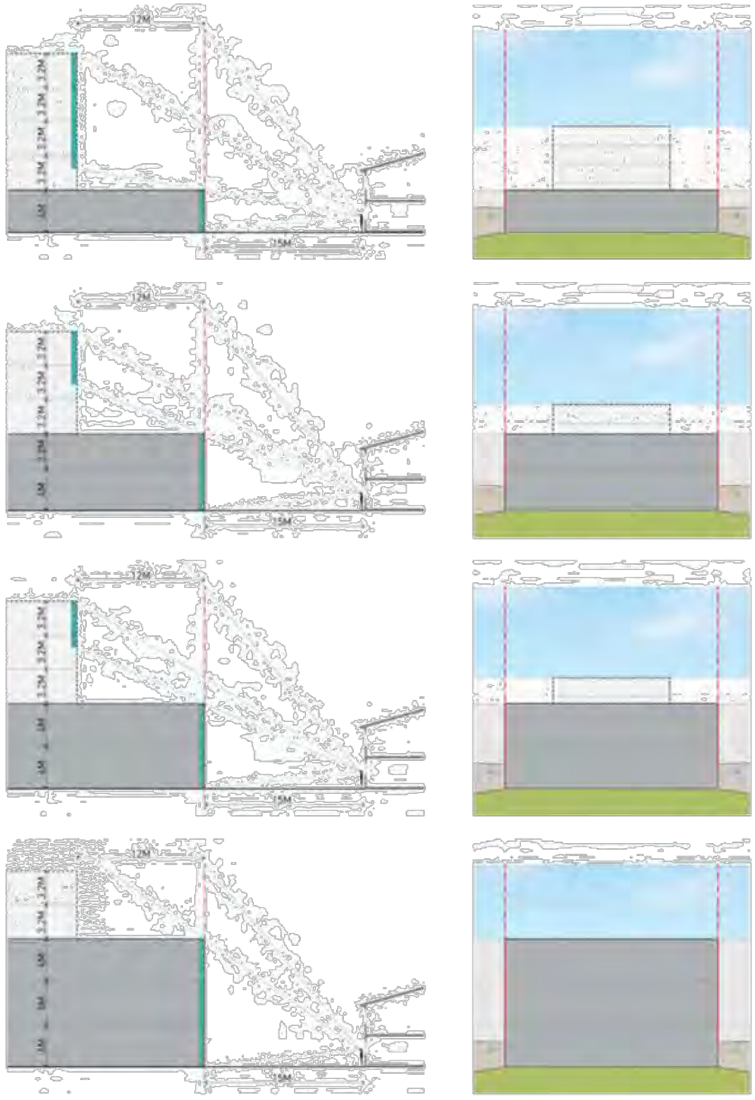


Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres

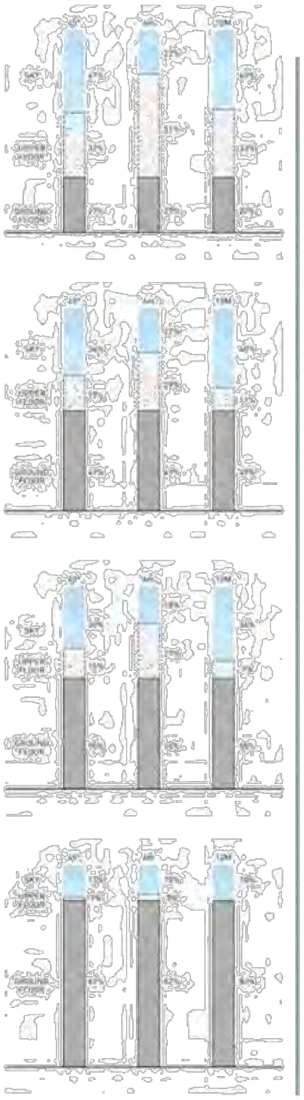


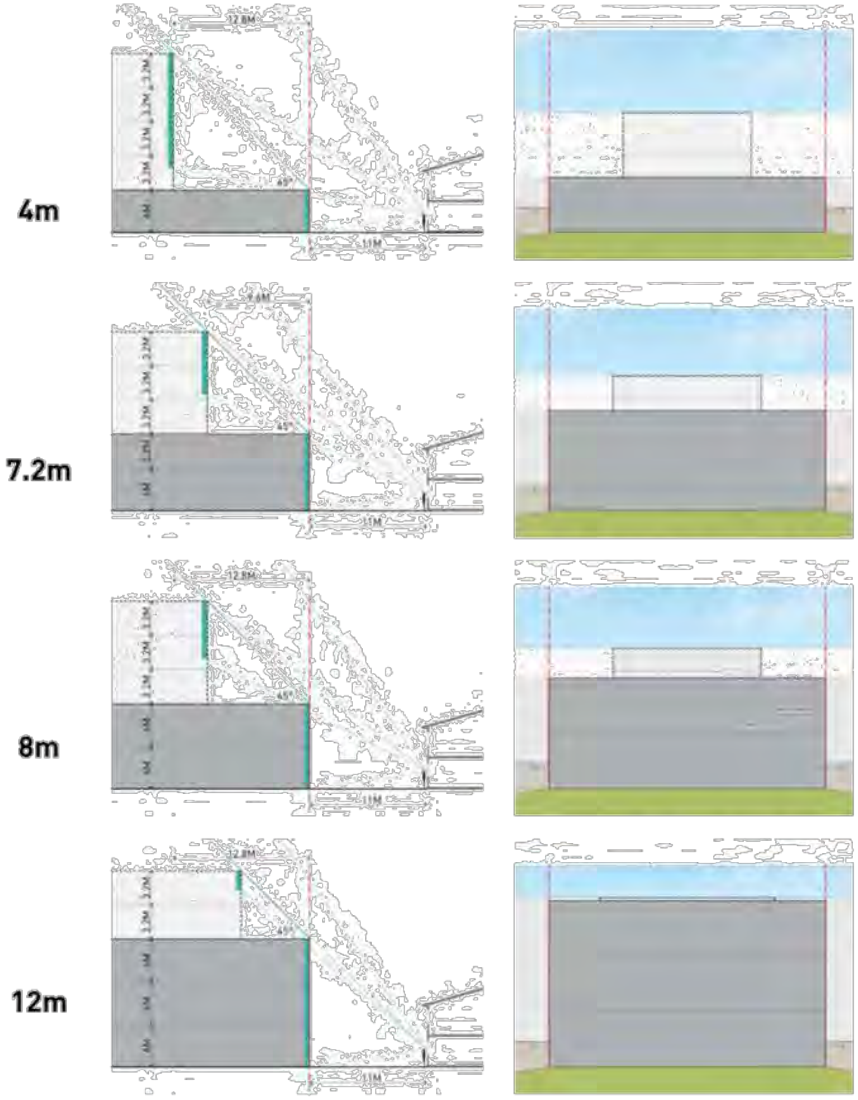
Appendix B - Visual Impact Assessment

Visual impact – 5 storeys (view from 11m)

Table 5. Visual impact assessment of each scenario (5 storeys - view from 11m)

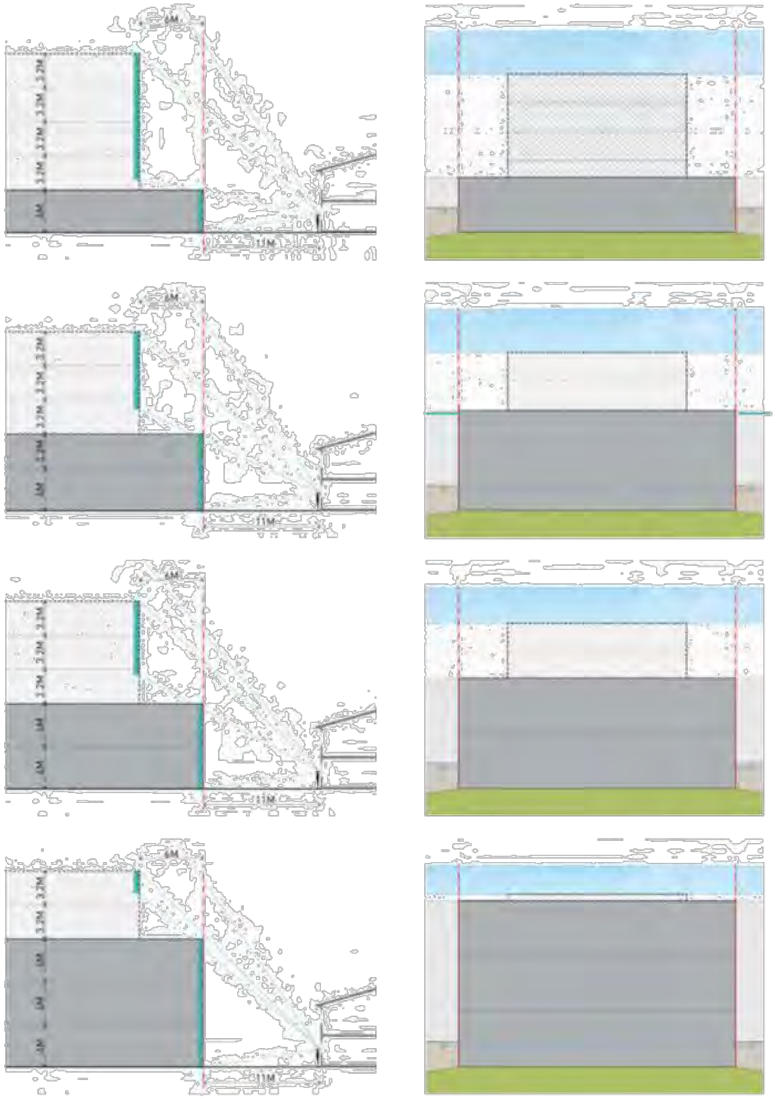
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved



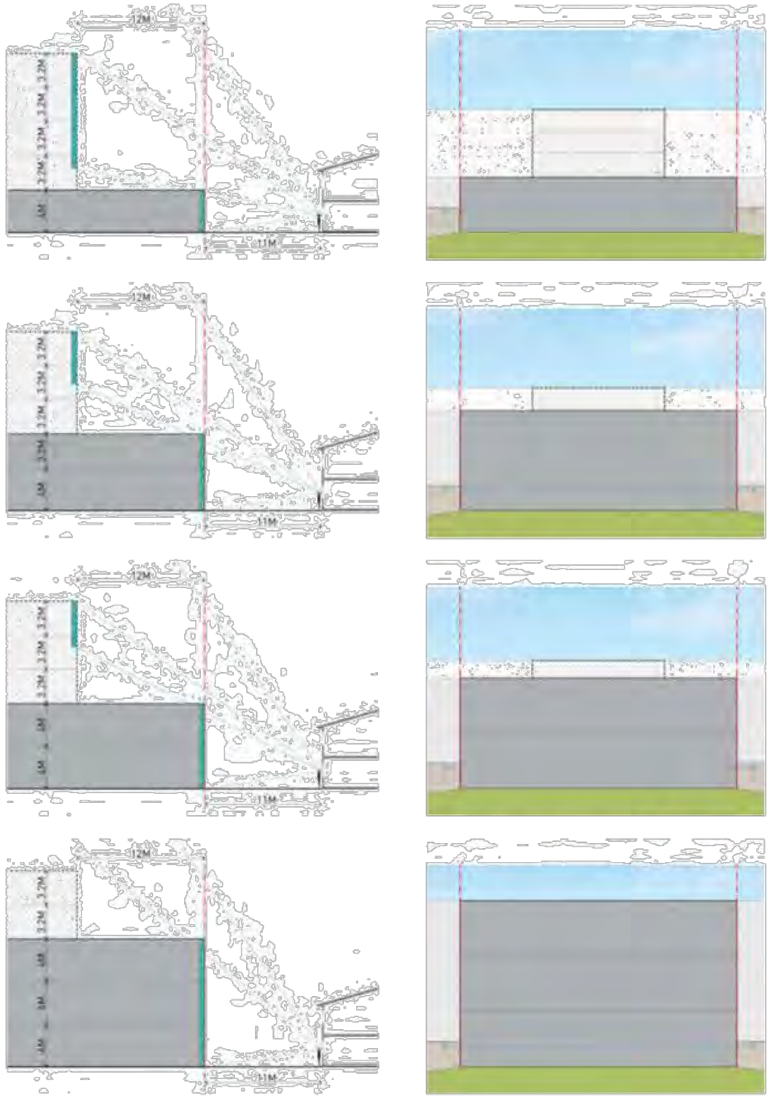


Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



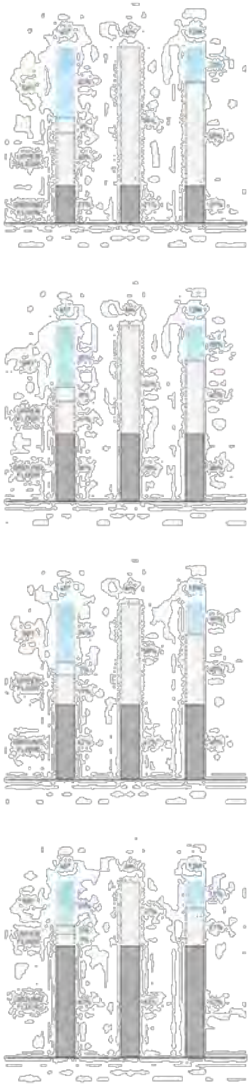
Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

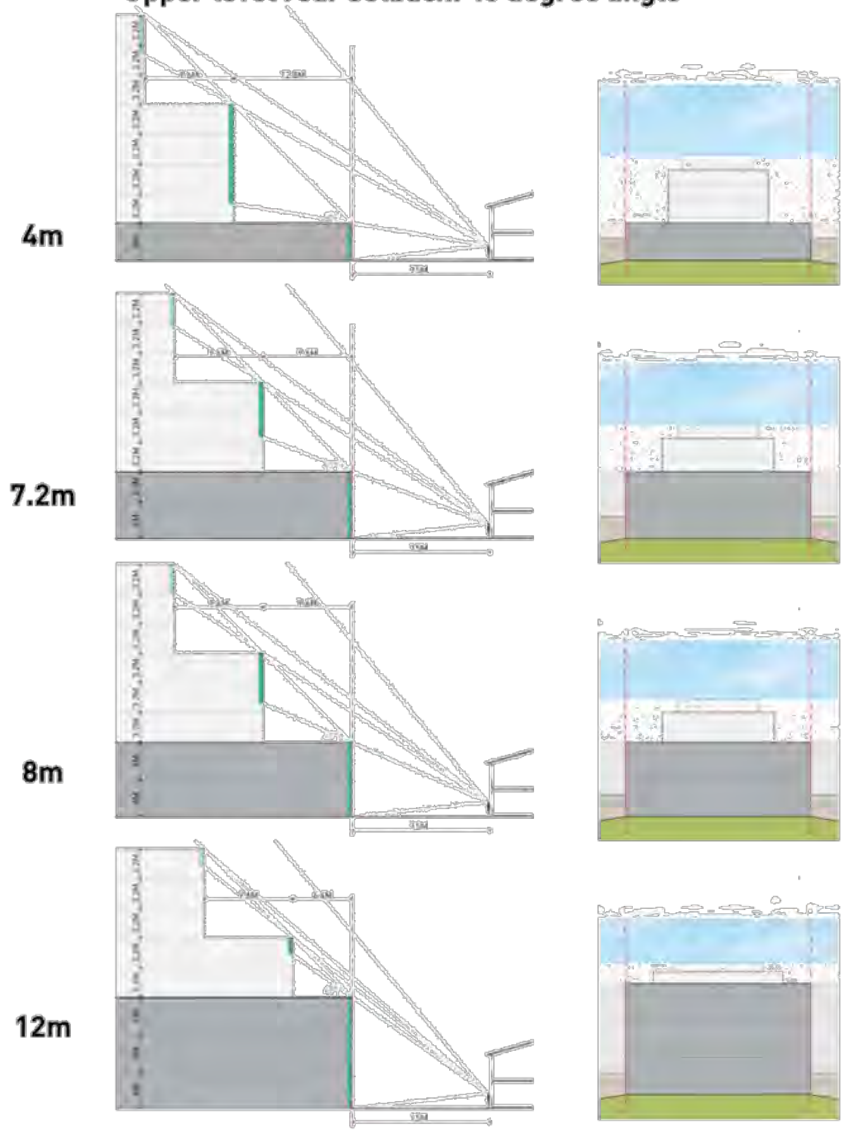
Appendix B - Visual Impact Assessment

Visual impact – 8 storeys (view from 15m)

Table 6. Visual impact assessment of each scenario (8 storeys - view from 15m)

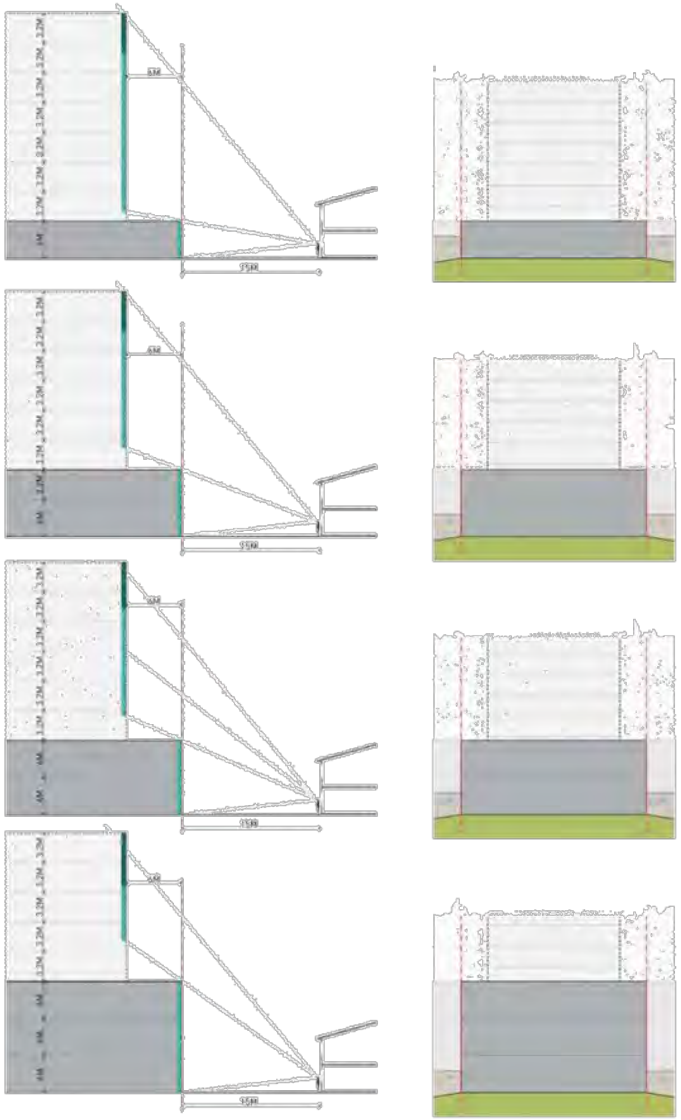
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (20% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Achieved
Reasonable sky views (20% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Achieved
Reasonable sky views (20% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Achieved
Reasonable sky views (20% or more)	Not achieved	Not achieved	Not achieved



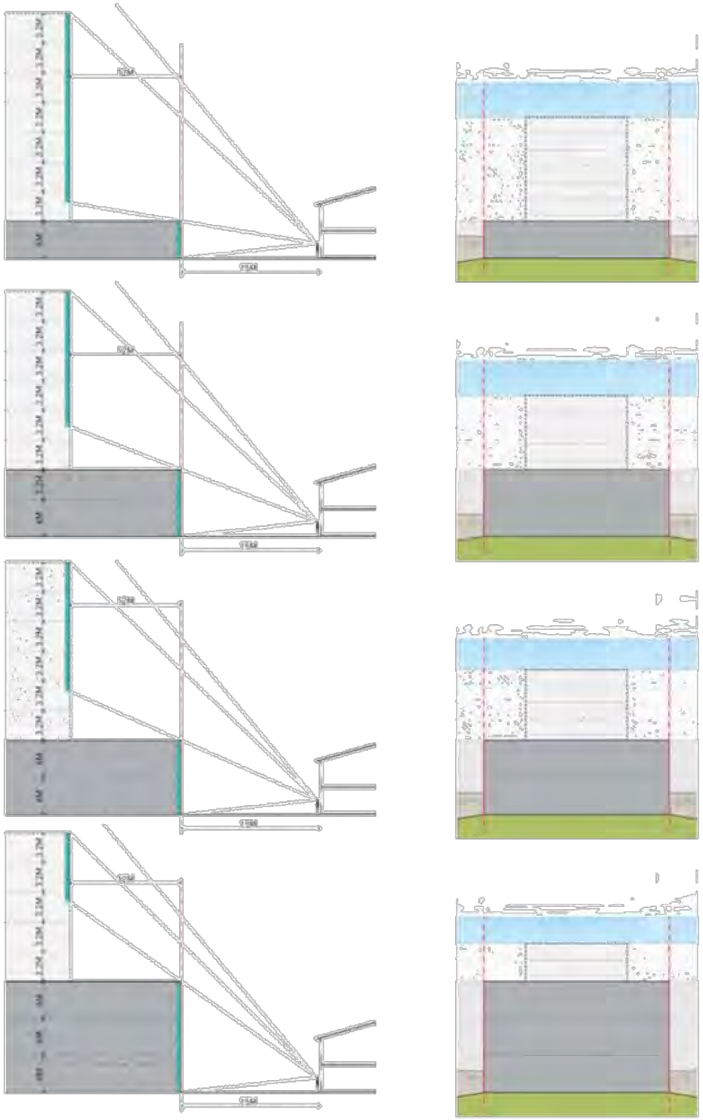


Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



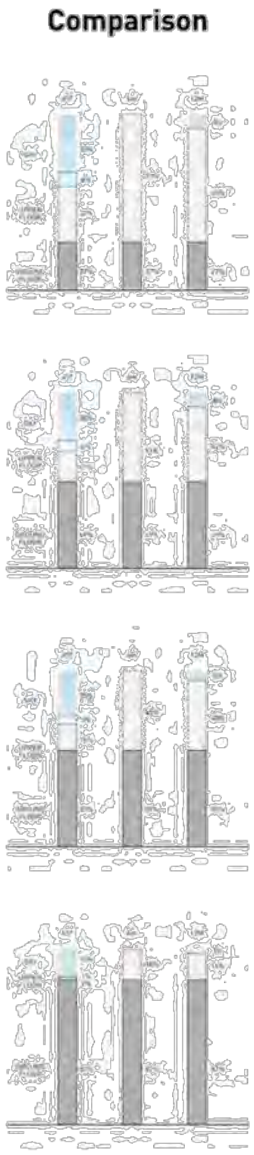
Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

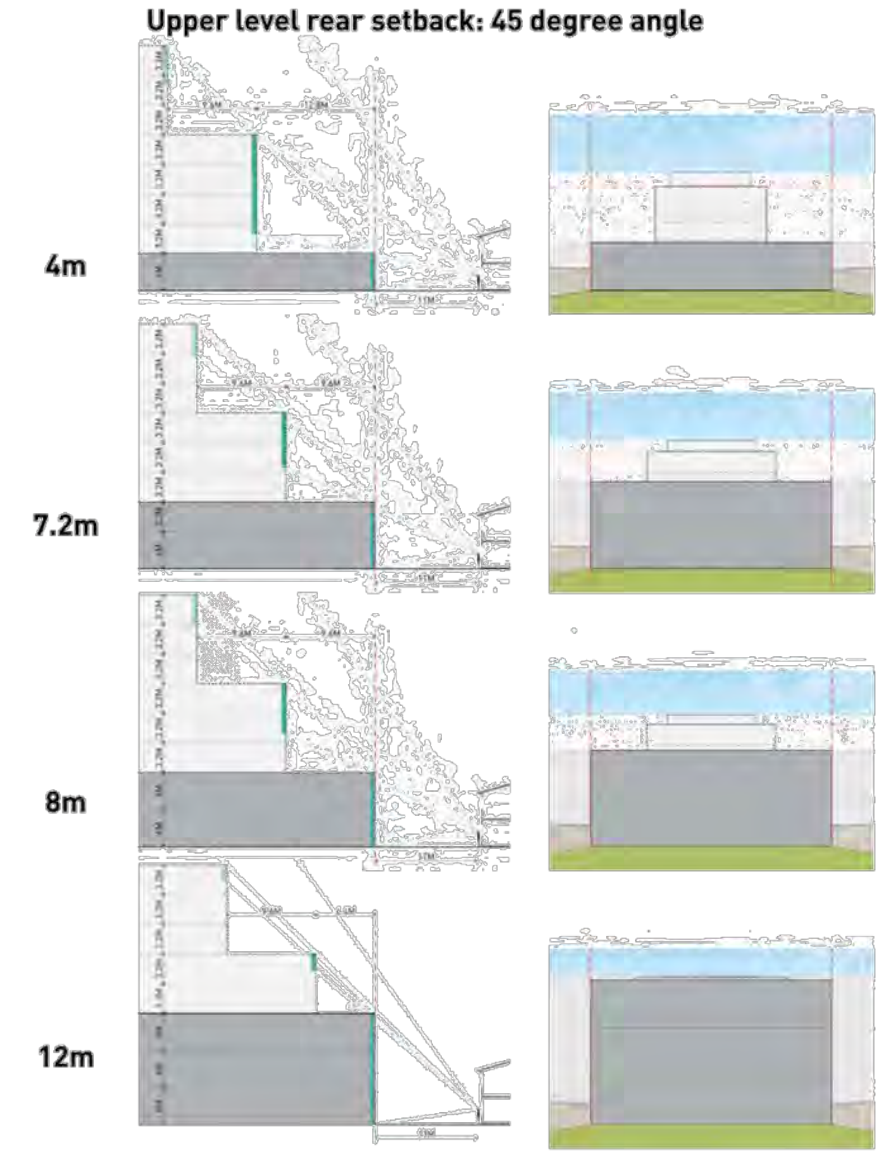
Appendix B - Visual Impact Assessment

Visual impact – 8 storeys (view from 11m)

Table 7. Visual impact assessment of each scenario (8 storeys - view from 11m)

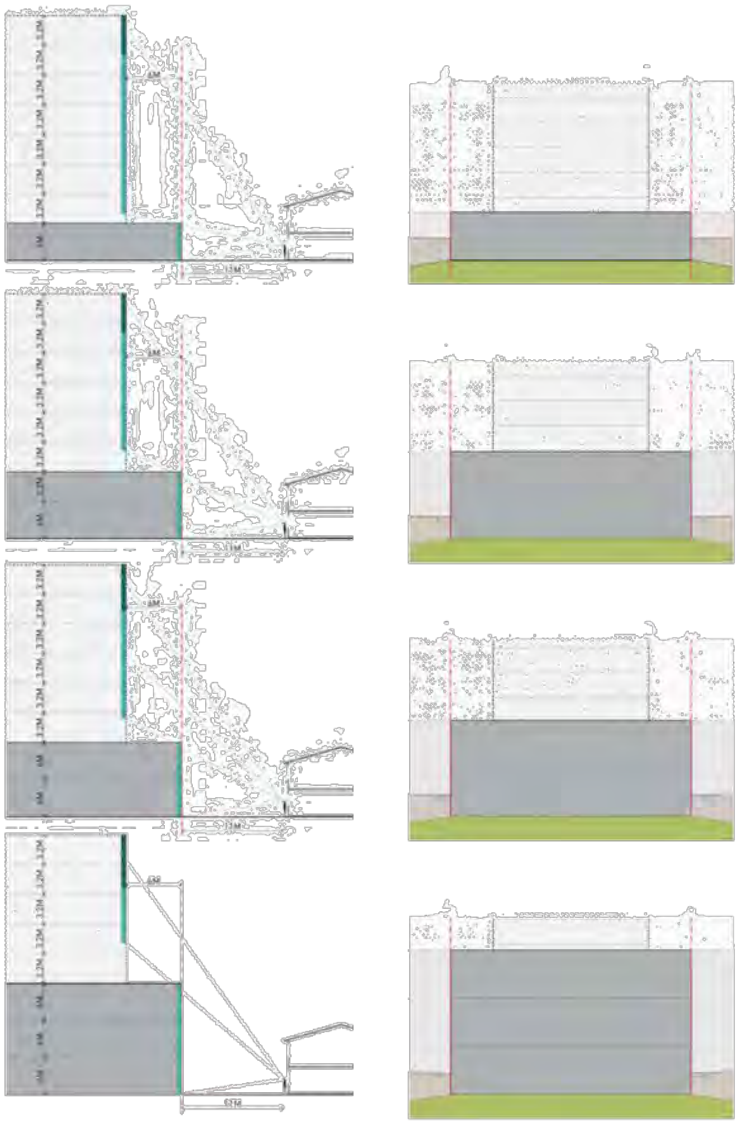
	45 degree angle	6 metre setback	12 metre setback
Urban Design Principle	**4m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Not achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Achieved	Not achieved	Not achieved
Urban Design Principle	**7.2m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Achieved	Achieved	Achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved
Urban Design Principle	**8m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Not achieved	Not achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved
Urban Design Principle	**12m boundary wall height condition**		
Boundary wall height is not too visually dominant (50% or less)	Not achieved	Not achieved	Not achieved
Upper levels are recessive (30% or less)	Achieved	Achieved	Achieved
Reasonable sky views (30% or more)	Not achieved	Not achieved	Not achieved



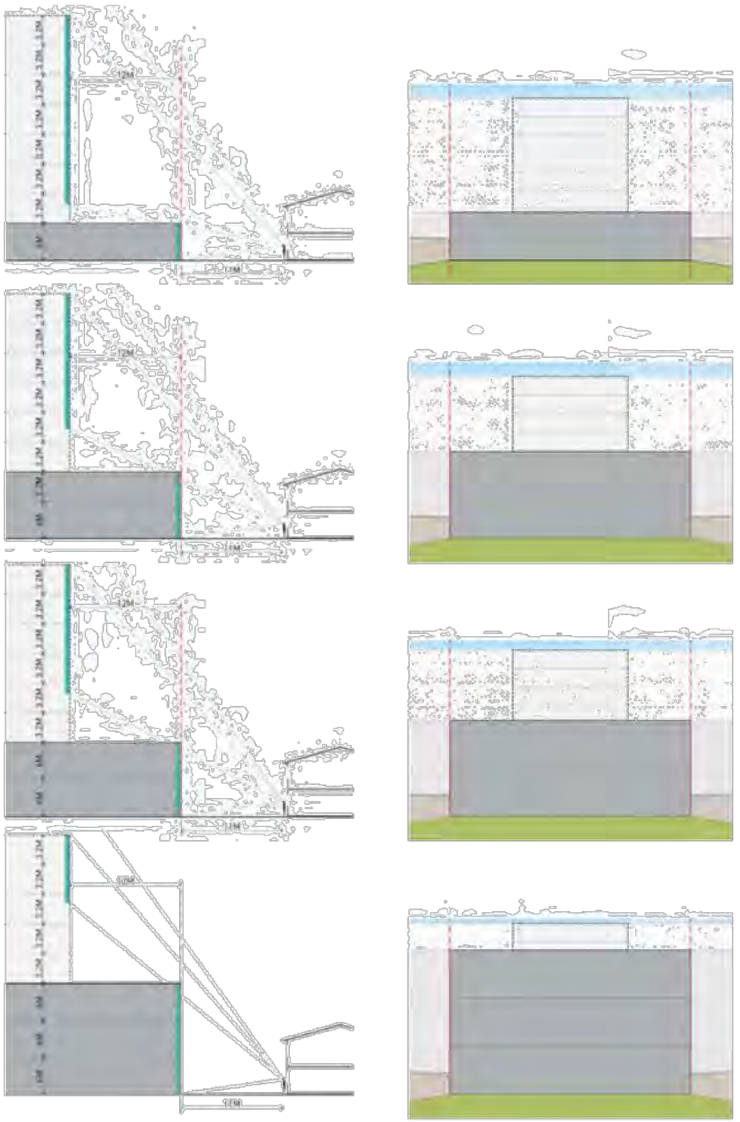


Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Upper level rear setback: 6 metres



Upper level rear setback: 12 metres



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Visual impact – Introduction of a 3 metre setback

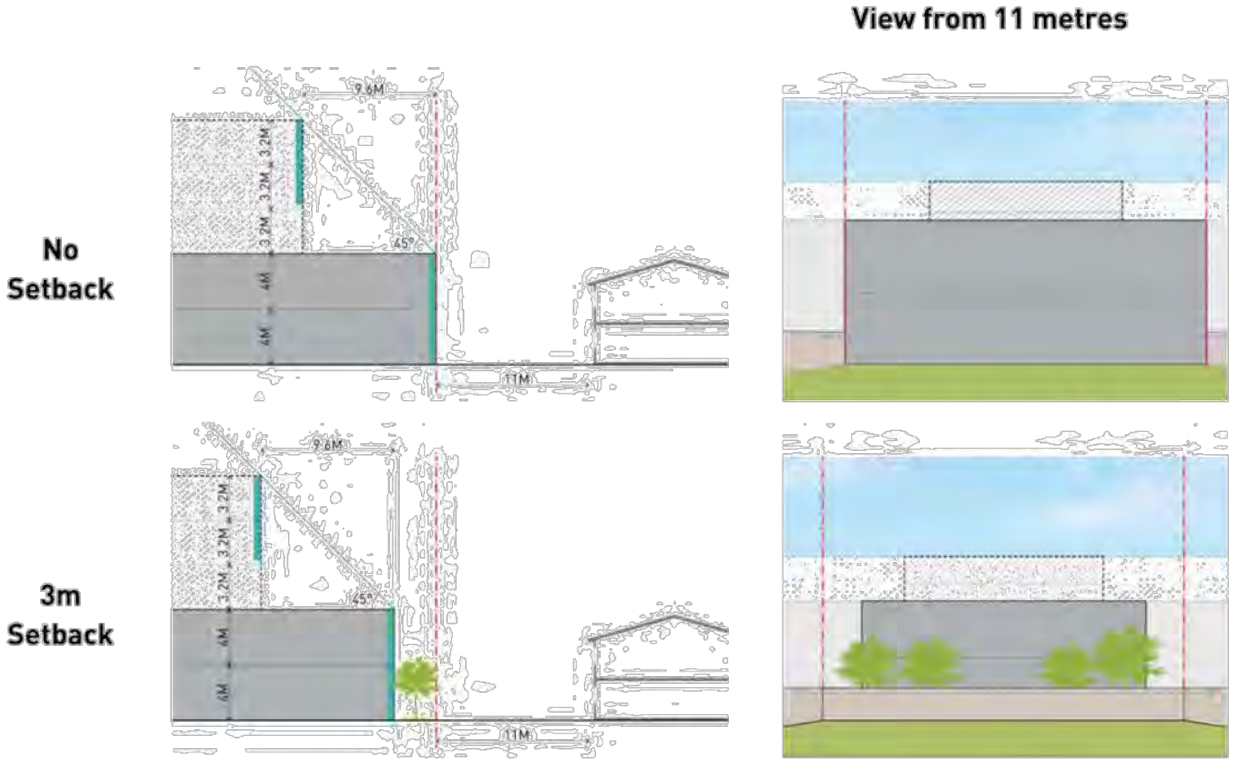

Figure 177. Impact of no setback at ground floor and introduction of a 3m setback

Attachment 6 - Attachment 6 - Heidelberg Road Built Form Framework

Appendix C - Existing examples of front ground floor setbacks

The existing range of setback conditions provides guidance on the appropriate landscape setback that should be incorporated into private development to improve the quality of the streetscape.

On balance, a 3 metre setback provides the opportunity for sufficient volume of landscape (in depth and height) to make a meaningful contribution to the street while also provide a 'hard' urban edge to provide overall street definition.





0 METRE

Appropriate to align with heritage buildings and existing shopfronts in Precinct 3.



2 METRES

This example demonstrates that a 2 metre setback can provide meaningful amount of landscape, however the opportunity to plant medium sized trees is compromised by the insufficient depth with the street canopy intruding into the footpath space to a great degree.

Increasing this to 3 metres will improve the volume of space available for a tree planting.



4 METRES

Increasing the setback to approximately 4 metres starts to diminish street definition as the building is located too far from the footpath edge.





5 METRES

The loss of an defined edge to the street is further exacerbated by increasing the setback to 5 metres.





9/12 METRES

Larger setbacks create the opportunity for semi-public open space that can be utilised for more active uses such as outdoor eating, socialising or community events. These examples include at grade car parking which is not desirable in the street frontage.

All setbacks distances are approximate, rounded to the nearest metre.

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Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Traffix Group

Traffic and Vehicle Access Assessment

Heidelberg Road, Fairfield / Alphington

Prepared for
City of Yarra

November 2019

G27460R-01B

Level 28, 459 Collins St
Melbourne Victoria 3000

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B	Final	22/11/2019	M. Woollard	L. Furness

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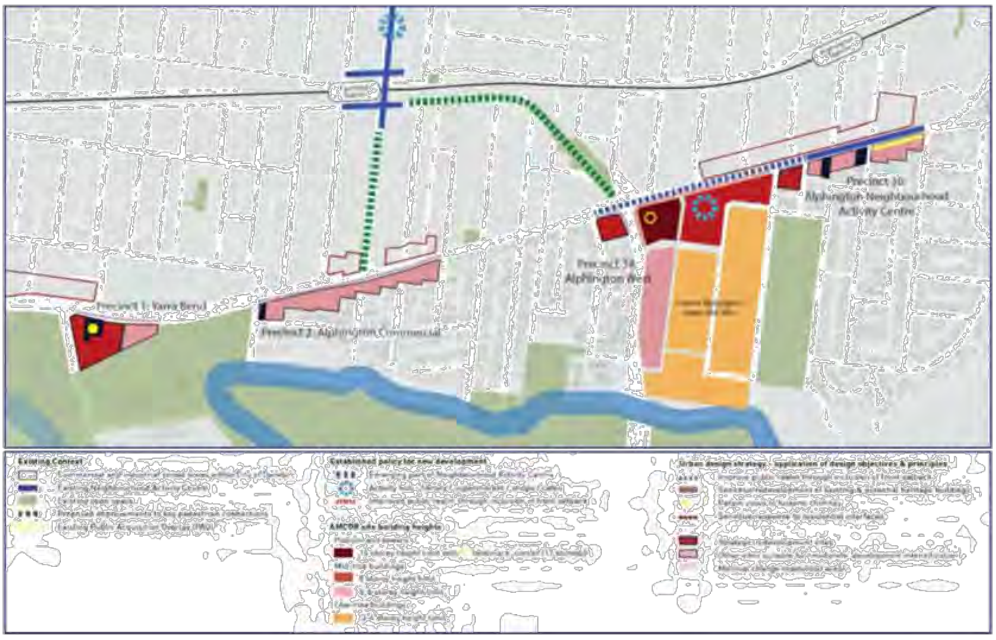
1. Introduction

Yarra City Council has completed a Built Form Framework study for the Heidelberg Road Corridor in Fairfield and Alphington. This Built Form Framework defines the preferred future built form character of the precincts and include principles, guidelines and requirements to guide future development and to manage the level of change. Importantly, this framework will inform the preparation of Design and Development Overlay (DDO) controls and policy for the area.

The study area is detailed in the following figure, as set out within the Urban Design Strategy – Summary Plan (prepared by Hodyl & Co), and comprises Heidelberg Road between Merri Creek and Darebin Creek, development/access to C1Z, C2Z and MUZ areas on the south side of Heidelberg Road (the Yarra CC side of the road) as well as impacts to the adjacent local road network. We note that the study area does not include the Former Alphington Paper Mill Site.



The current use of the land within the study area is currently predominantly commercial in nature. This will change towards a greater proportion of residential development within the commercially zoned land.

The likely increase in residential development throughout the area poses transport challenges for all modes along the Heidelberg Road Corridor and the immediate area. Specific issues which have arisen as part of the local area plan insofar as they relate to transport matters include:

- The increase in overall traffic movements is likely to exacerbate existing issues, including potentially increasing conflicts with other vulnerable road users, increase to bus travel times. The development of the Alphington Paper Mill site is likely to further exacerbate these isues.
- The limited bus operating times, lack of bus shelters and lack of priority movements along Heidelberg Road and at intersections are likely detractors from utilising bus services.
- Inconsistent, shared nature and non-existent provision of bicycle lanes along Heidelberg Road through the precinct discourages bicycle riders (particularly less confident riders).
- A lack of separation from fast moving traffic, lack of crossing opportunities and short traffic light cycles and associated long waiting times for pedestrians make walking less attractive, limit accessibility to services and reduce the potential synergies between businesses on either side of Heidelberg Road.
- Uncertainty with regard to the intention of the Public Acquisition Overlay to potentially widen Heidelberg Road.
- Challenges with regard to vehicle access to potential development sites which do not have frontages to local roads or laneways.

While the traffic impacts of growth along the Heidelberg Road Corridor is acknowledged as a consideration, there is strategic policy support to facilitate increased commercial and residential development in this area. In considering the planning of similar centres across Melbourne, Planning Panels have acknowledged that "future congestion should not stifle development" and the "challenge of managing the road network should not prevent the Amendment from progressing".

It is important that this project recognises the network constraints, the strong strategic support for development in the precinct, and the approach of Planning Panels in the discussion and advice on the future traffic conditions and future performance of Heidelberg Road and the local road network. In particular, this project must help to ensure that future consideration of traffic issues is focused on how best to manage the impacts of future development through improved access arrangements and measures to promote sustainable and active modes of travel through new development.

Traffix Group has been engaged by Yarra City Council to undertake a high level assessment of the future traffic conditions and performance of Heidelberg Road and the local street network taking into account the planned future development, prepare access and movement plans and provide input into the content of the future Design and Development Overlay to facilitate appropriate access and movement throughout the Heidelberg Road Corridor. The objective of the access and movement plans and the DDO is to facilitate 'best practice' access controls to properties abutting Heidelberg Road.

2. Scope & Methodology

The purpose of this study is to provide:

- a high level assessment of the future traffic conditions and performance of Heidelberg Road and local street network, with the planned future development,
- access and movement plan for the study area showing the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments,
- advice on the content of the future Design and Development Overlay to facilitate appropriate access and movement through new development, and
- undertake a review of the existing public transport, bicycle and pedestrian considerations and infrastructure within the study area.

2.1. Methodology

The adopted methodology for undertaking this study was as follows:

- Undertake a case study of Victoria Street, which is a similar nearby inner urban area which has experienced significant growth in residential development along the corridor over the past 10 years, focusing on the "before" and "after" data for key transport measures, including traffic volumes, bicycle usage and public transport changes.
- Use the Victoria Street example as a basis for assessing the potential impacts additional development may have on the transport network, including the network performance of Heidelberg Road and the local road network as well as increased public transport use and the like.
- Undertake thorough site inspections of the entire study area to document and map:
  - existing access arrangements for each individual property,
  - existing traffic management treatments for all arterial and local roads and laneways/carriageway easements within the study area,
  - existing configuration of each road and laneway/carriageway easement within the study area (including carriageway width and road reservation width), and
  - foreseeable access constraints to each individual property should development occur.
- Liaise with representatives from Council to understand the relevant concerns and desirable access outcomes having regard to the potential impact on the safety and efficiency of the road network.
- Prepare "access" maps showing the preferred location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments, in consultation with Council.
- Review the traffic engineering and transport aspects of the future Design and Development Overlay, which sets out design objectives and outcomes, permit application requirements, and decision guidelines for assessing future planning permit applications, based on the desired access outcomes for future development.

2.2. Reference documents

The following reference documents were used in relation to this assessment

- Heidelberg Road Built Form Framework, Urban Context Analysis - Part 1, prepared by Hodyl & Co (dated September, 2019),
- Heidelberg Road Built Form Framework, Design Strategy & Recommendations - Part 2, prepared by Hodyl & Co (dated September, 2019),
- Heidelberg Road Corridor – Background Issues and Discussion Paper (dated 10th September, 2019),
- Heidelberg Road Corridor Draft Local Area Plan (dated 15th August, 2019), and
- Heidelberg Road – Transport Relevant Sections of proposed interim Design and Development Overlay.

3. Policy Context

3.1. Plan Melbourne 2017-2050

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

The plan includes a number of key transport and urban planning objectives that are relevant to the Heidelberg Road Corridor. The most relevant objectives are listed in the table below.

Table 1: Key Objectives of Plan Melbourne in relation to the Heidelberg Road Corridor

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

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

3.2. State Planning Policy Framework (SPPF)

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

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

Table 2: SPPF Transport Objectives

Clause	Objectives
18.01-1 Land Use and Transport Planning	To create a safe and sustainable transport system by integrating land-use and transport.
18.01-2S Transport System	To coordinate development of all transport modes to provide a comprehensive transport system.
18.02-1S Sustainable Personal Transport	To promote the use of sustainable personal transport.
18.02-2S Cycling	To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.

Clause	Objectives
18.02-2R Principal Public Transport Network	To upgrade and develop the Principal Public Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.
18.02-3S Management of the Road System	To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.
18.02-4S Car Parking	To ensure an adequate supply of car parking that is appropriately design and located.

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

3.3. Local Planning Policy Framework

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

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

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

Land Use

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

Built Form

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

Transport

- *Local streets will be dominated by walkers and cyclists.*

- *Most people will walk, cycle and use public transport for the journey to work.*

Environmental sustainability

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

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

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

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

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

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

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

Table 3: LPPF Transport Objectives & Strategies

Clause	Objective	Strategies
21.06-1 Walking & Cycling	To provide safe and convenient pedestrian and bicycle environments.	30.1 Improve pedestrian and cycling links in association with new development where possible. 30.2 Minimise vehicle crossovers on street frontages. 30.3 Use rear laneway access to reduce vehicle crossovers.
21.06-2 Public Transport	To facilitate public transport usage.	31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.
21.06-3 The Road System & Parking	To reduce the reliance on the private motor car.	32.1 Provide efficient shared parking facilities in activity centres. 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.
	To reduce the impact of traffic.	33.1 ensure access arrangements maintain the safety and efficiency of the arterial and local road networks. 33.2 Ensure the level of service needed for new industrial and commercial operations does not

Clause	Objective	Strategies
		prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

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

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

> *An effective and efficient transport network is at the heart of a vibrant, equitable and prosperous municipality. In inner city environments, the management of the limited road and transport space and resources can require balancing of a number of objectives. This is a particular challenge in Yarra, due to the travel demands generated by:*
>
> - *the strategic location of the municipality on the edge of the central city*
> - *the significant and growing mobile population, and*
> - *the presence and proximity of major event attractors.*
>
> *Transport is currently addressed separately in the Context and Vision provisions of the Scheme as well as in strategy at Clause 21.06. It is also addressed in some specific policies such as the parking, access and traffic provisions of Built Form and Design Policy (Clause 22.10).*
>
> *The current policy expresses a preference to reduce car dependency and encourage walking, cycling and public transport use. This appears to have had some success, with Yarra having a higher bicycle use rate than other parts of Melbourne.*
>
> *There are still, however, inconsistencies regarding the requirement for Green Travel Plans, the use of car share schemes and reductions or waiving of on-site car parking.*
>
> *Carparking was considered a particularly contested political issue in the initial consultation; any position or strategy regarding carparking is unlikely to satisfy all stakeholders. The Parking Strategy and Local Area Transport Management Policy provides a framework for the development of local area traffic management schemes.*
>
> *The Scheme would be assisted with clear direction about how Council seeks to facilitate greater use of public transport, walking and cycling, and how and in what circumstances this will translate into reduced car parking, car sharing schemes and the like. The approach should include consideration of car parking in activity centres on a precinct wide basis (rather than site-by-site) as well as strategies relating to visitor car parking and increased bicycle parking.*

3.3.1. Clause 22.07 – Development Abutting Laneways

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

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

Objectives

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

Policy

It is policy that:

- *Where vehicular movement in the laneway is expected to cause a material traffic impact, a traffic impact assessment report be provided to demonstrate that the laneway can safely accommodate the increased traffic.*
- *Where alternative street frontage is available, pedestrian access from the street be provided.*
- *Pedestrian entries be separate from vehicle entries.*
- *Pedestrian entries be well lit to foster a sense of safety and address to a development. Existing lights may need to be realigned, or have brackets or shields attached or additional lighting may be required.*
- *Lighting be designed to avoid light spill into adjacent private open space and habitable rooms.*
- *Vehicle access be provided to ensure ingress and egress does not require multiple vehicular movements.*
- *Windows and balconies overlook laneways but do not unreasonably overlook private open space or habitable rooms on the opposite side of the laneway.*
- *Development respect the scale of the surrounding built form*
- *Development not obstruct existing access to other properties in the laneway.*
- *Doors to car storage areas (garages) not protrude into the laneway.*
- *The laneway not be used for refuse storage.*
- *All laneway upgradings which provide improved access to the development be funded by the developer.*
- *The laneway meet emergency services access requirements.*

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

3.3.2. Council Transport Statement 2006

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

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

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

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

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

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

3.3.3. Transport Statement Review 2012

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

Relevant key actions include the following:

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

3.3.4. Yarra Parking Management Strategy

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

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

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

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

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

3.3.5. Liveable Yarra Project

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

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

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

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

Table 4: Summary of Parking Recommendations from Liveable Yarra Project

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

4. Existing Conditions

4.1. Study Area

The study area extends for an approximately 1.2km long section of Heidelberg Road between Yarra Bend Road and Como Street as shown in the locality plan provided on the following page at Figure 1. The total study area is spread out along this stretch of Heidelberg Road and comprises of 4 precincts (Precincts 1, 2, 3a and 3b). The study area straddles City of Yarra and City of Darebin with Heidelberg Road separating the two municipalities.

Land within the study area is generally zoned either 'Commercial 1 Zone' or 'Commercial 2 Zone', as detailed in the Land Use Zoning Map at Figure 2.

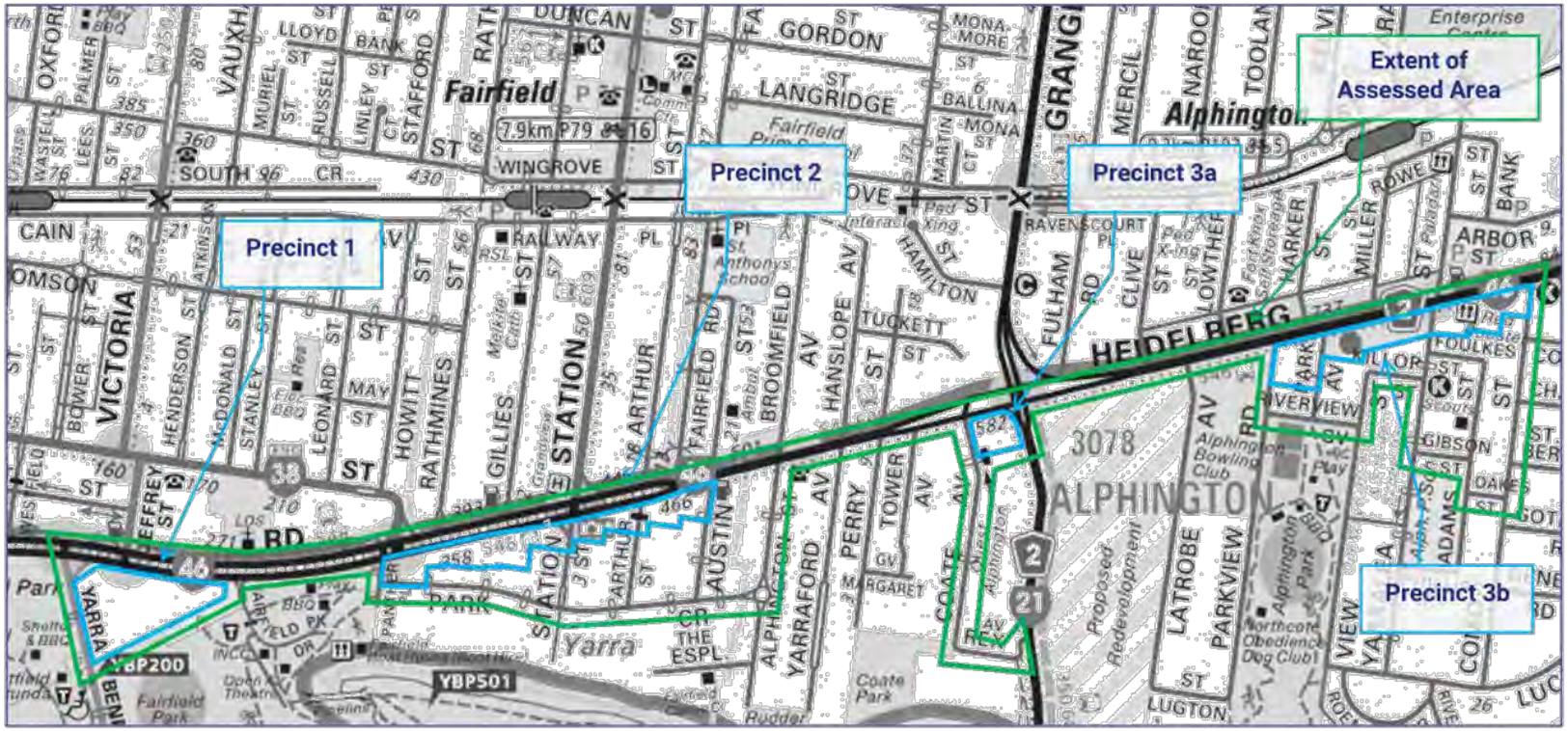


Figure 1: Locality Map

Source: Melway

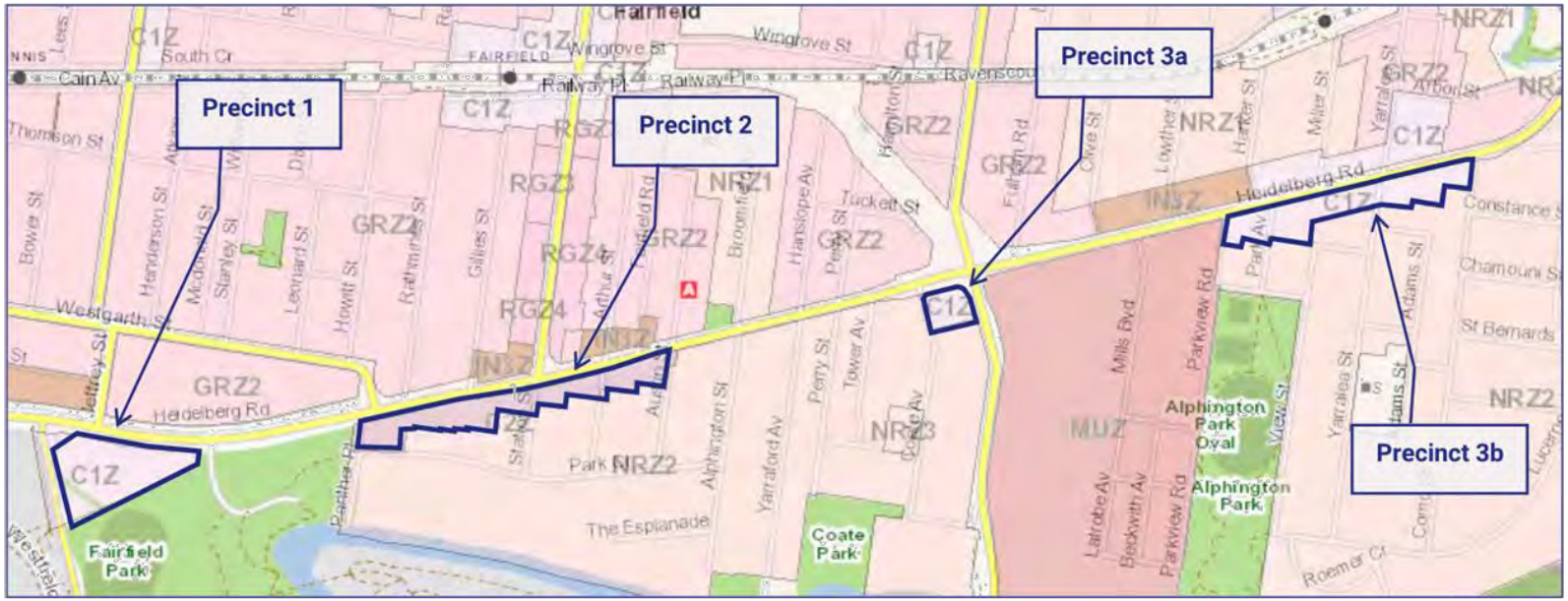


Figure 2: Land Use Zoning Map

Source: VicPlan

Land use within the study area generally comprises a mixture of commercial and industrial use along Heidelberg Road and residential areas immediately north and south of Heidelberg Road.

Key features and land uses located in close proximity of the study area include:

- Alphington Station, located at the north-east corner of the study area.
- Fairfield Station, located west of Station Street and centrally north of the study area.
- Former Alphington Paper Mill, a proposed redevelopment of a mixed use precinct within Precinct 3a on the corner of Chandler Highway and Heidelberg Road.
- Alphington Park, located at the intersection of Parkview Road and Riverview Grove.
- Fairfield Park, located west of Panther Place.
- Yarra Bend Park, located west of Yarra Bend Road.
- Yarra River, located south of the study area.
- Heidelberg Road Neighbourhood Activity Centre is located at the east end of the study area.
- Fairfield Village Neighbourhood Activity Centre is located approximately 450m north of Heidelberg Road.
- Eastern Freeway, located approximately 1km south of the study area.

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

4.2. Alphington Paper Mill Site

Whilst not located within the study area, the former Alphington Paper Mills site is located in between Precinct 3a and 3b, and accordingly the considerations of the associated development plan for this site is relevant to our assessment of the overall study area.

The Development Plan for the former Alphington Paper Mills site was endorsed in May, 2016, with the following key elements included within the overall plan (quoted from Council's website):

- *4.5% open space*
- *1700 square metres of community facilities and multi-purpose sports court*
- *30 metre wide buffer to the Yarra River*
- *5% affordable housing provision*
- *13,500 square meters of retail and commercial floor space*
- *Estimated 2500 dwelling in the form of town houses and apartments.*

The development plan has been informed by the following objectives (as set out within the overview of the Development Plan documentation:

- *A vibrant community that retains links to the former Alphington Paper Mill and industrial structures of heritage significance. These structures will be adapted and / or interpreted where practical to maintain a visual link to the site's industrial history.*
- *Thriving mixed use precincts, including a well-connected town centre, a village piazza and a community and learning hub. Provide increased live / work opportunities, education and community uses, affordable housing, higher density housing, retail and hospitality.*
- *An increased range of dwelling types that contribute to increased diversity within the local area and respond to changing household sizes, includes 5 per cent of the total dwellings as affordable housing.*
- *A traditional street pattern that efficiently utilises the existing street network, provides a street frontage to the heritage structures to be retained and responds to the topography of the site.*
- *A landscape character relative to the scale of development proposed, which brings the leafy character of Alphington Park and streets into the site before transitioning to the main street landscape envisioned for the northwest corner of the site. North / south corridors link to an industrial heritage landscape and the Yarra River as well as the 'Paper Trail' linear park. These distinctive landscapes contribute to the identification of a series of neighbourhoods with diverse identities and character.*

4.3. Road Network

The following describes the higher order roads within close proximity to the study area, and which have a direct impact on the study area. This study has also reviewed the local roads and laneways within the study area and a detailed review of the existing conditions of these streets is included at Appendix A of this report.

Due to the location of the Yarra River, and associated lack of north-south routes, travelling to and from the south from the Heidelberg Road corridor is somewhat restricted and can only be provided via Chandler Highway. This has impacts on all modes of transport, particularly on cycling and walking

The configuration of **Heidelberg Road** varies considerably throughout each of the precincts. Along its entirety, Heidelberg Road is a VicRoads declared arterial road and Road Zone Category 1 and extends throughout the study area in an east-west direction.

At **Precinct 1**, Heidelberg Road is configured with three lanes in each direction separated by a central median. The westbound carriageway accommodates a kerbside bicycle lane/car parking lane. The westbound carriageway accommodated a kerbside bicycle lane and a service road accommodating one lane for eastbound traffic and kerbside car parking.

The speed limit within this precinct is 60km/h.



Figure 3: Precinct 1 – Heidelberg Road – view east



Figure 4: Precinct 1 – Heidelberg Road – view west

At **Precinct 2**, Heidelberg Road is generally configured with three lanes in each direction separated by a central median with the kerbside lanes accommodating on-street car parking outside of Clearway times. Localised widening occurs at the signalised intersections to accommodate turn lanes. Towards the east end of the precinct, Heidelberg Road narrows to two-lanes in each direction.

The speed limit within this precinct is 60km/h.



Figure 5: Precinct 2 – Heidelberg Road – view east



Figure 6: Precinct 2 – Heidelberg Road – view west

Either side of **Precinct 3a**, Heidelberg Road is configured with two lanes in each direction, with the kerbside lanes accommodating on-street car parking outside of Clearway times. Localised widening occurs at the signalised intersection with Chandler Highway to accommodate three lanes and turn lanes.

The speed limit within this precinct is 60km/h.



Figure 7: Precinct 3a – Heidelberg Road – view east



Figure 8: Precinct 3a – Heidelberg Road – view west

At **Precinct 3b**, Heidelberg Road is configured with two lanes in each direction, with the kerbside lanes accommodating on-street car parking outside of Clearway times. Localised widening occurs at the signalised intersection with Yarralea Street to accommodate right turn lanes from Heidelberg Road.

The speed limit within this precinct is generally 60km/h, with a 40km/h limit applying west of Park Avenue, relating to roadwork.



Figure 9: Precinct 3b – Heidelberg Road – view east



Figure 10: Precinct 3b – Heidelberg Road – view west

Chandler Highway is a VicRoads declared arterial road and Road Zone Category 1 which extends in a north-south direction between Heidelberg Road in the north (where it continues as Grange Road) and the Earl Street in the south (where it continues as Princess Street).

Chandler Highway is separated by a central median and typically provides three through traffic lanes in each direction, with kerbside bicycle lanes on both sides. No Stopping restrictions apply along both sides of Chandler Highway.

A posted speed limit of 60km/h applies to Chandler Highway in the vicinity of the study area.

Within the study area (south of Heidelberg Road), **Station Street** is a local road[1] which extends in a north-south direction between Heidelberg Road in the north, where it becomes a VicRoads declared arterial road and Road Zone Category 1, and a dead end in the south.

Station Street typically provides one through traffic lane in each direction with indented kerbside parallel parking on both sides. On-street parking is typically short-term (2P).

A posted speed limit of 40km/h applies to Station Street south of Heidelberg Road.



Figure 11: Station Street - view north



Figure 12: Station Street - view south

Westgarth Street is a VicRoads declared arterial road and Road Zone Category 1 which extends in an east-west direction between Heidelberg Road in the east and Merri Parade in the west.

Westgarth Street typically provides one through traffic lane in each direction, with dedicated bicycle lane on both sides. Kerbside parking is provided adjacent to the bicycle lanes on both sides. On-street parking is generally unrestricted.

A posted speed limit of 60km/h applies to Westgarth Street.

Yarra Bend Road is a local road[1] which extends in a north-south direction between Heidelberg Road in the north and a loop road to the south, which provides access to the parklands.

Yarra Bend Road provides one through traffic lane in each direction. No kerbside parking is provided on both sides of Yarra Bend Road and limited indented parking are provided on the west side of the road.

The default suburban speed limit of 50km/h applies to Yarra Bend Road.

[1] As defined in the City of Yarra Road Management Plan Register of Public Roads, dated 4th July, 2017.



Figure 13: Yarra Bend Road - view north



Figure 14: Yarra Bend Road - view south

4.3.1. Arterial Road Traffic Volumes

The following table sets out the Average Annual Daily Traffic Volumes of the arterial roads within the study area. This information is sourced from the VicRoads Arterial Road Database (April, 2018).

Table 5: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database – April 2018)

Road Name	Average Annual Daily Traffic Volume (two-way)
Heidelberg Road (each precinct)	
Btw Westfield St/Jeffrey St (Precinct 1)	30,000
Btw Jeffery St/Westgarth St (Precinct 1)	30,000
Btw Westgarth St/Station St (Precinct 2)	29,000
Btw Station St/Chandler Hwy (Precinct 3a)	28,000
Chandler Highway	
Btw Heidelberg Rd/Yarra Bvd	40,000
Grange Road	
Btw Chandler Hwy/Separation St	22,000
Station Street	
Btw Heidelberg Rd/Separation St	16,900
Westgarth Street (north and south)	
Btw Heidelberg Rd/Jeffrey St	6,400

4.3.2. Existing Parking Conditions

On-street parking within the study area is a mixture of short-term (2P or less), medium-term (3 & 4P), unrestricted and permit zone restrictions.

Parking along the south side of Heidelberg Road within the study area is generally unrestricted outside of Clearway 6:30am-9:30am Mon-Fri times, with some short-term parking within Precinct 3b.

Parking within the local streets in the vicinity of the study area is generally controlled by short-term restrictions.

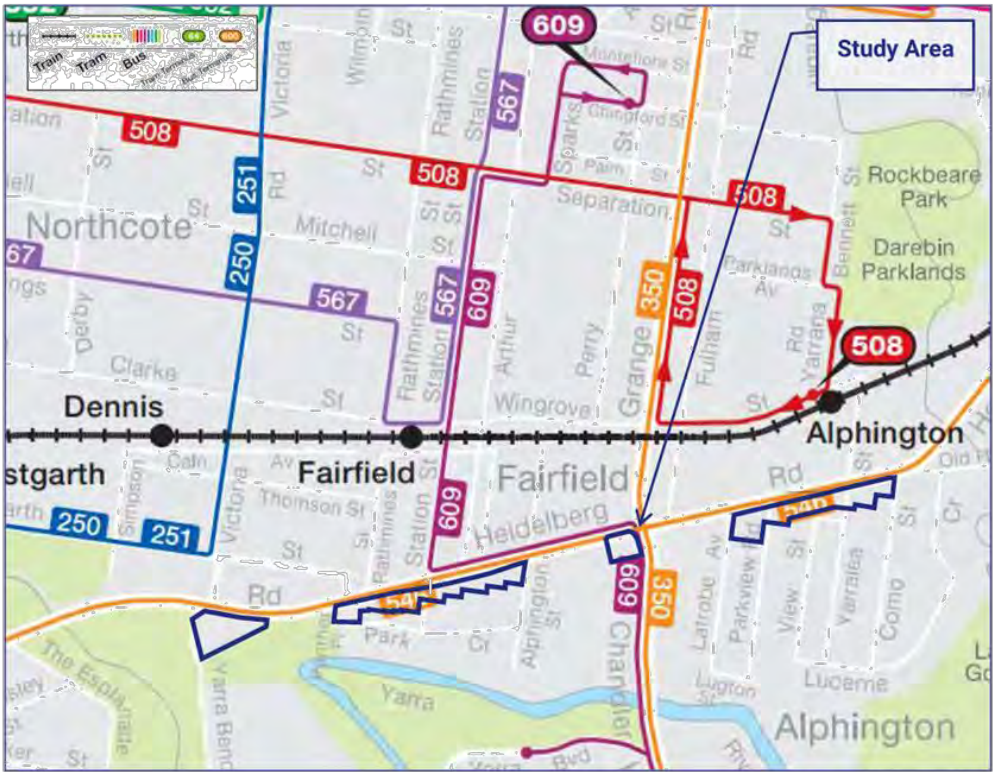
A map detailing the various car parking restrictions throughout each precinct is provided at Appendix B.

4.4. Public Transport

The study area has access to a number of public transport services including rail and bus services within walking distance of the study area.

The existing public transport services within close proximity of the study area are shown on the Public Transport Map at Figure 15 and a summary provided at Table 6.

The study area is partially located within the PPTN Area, as detailed in the map at Figure 16.



Source: Public Transport Victoria

Figure 15: Public Transport Map

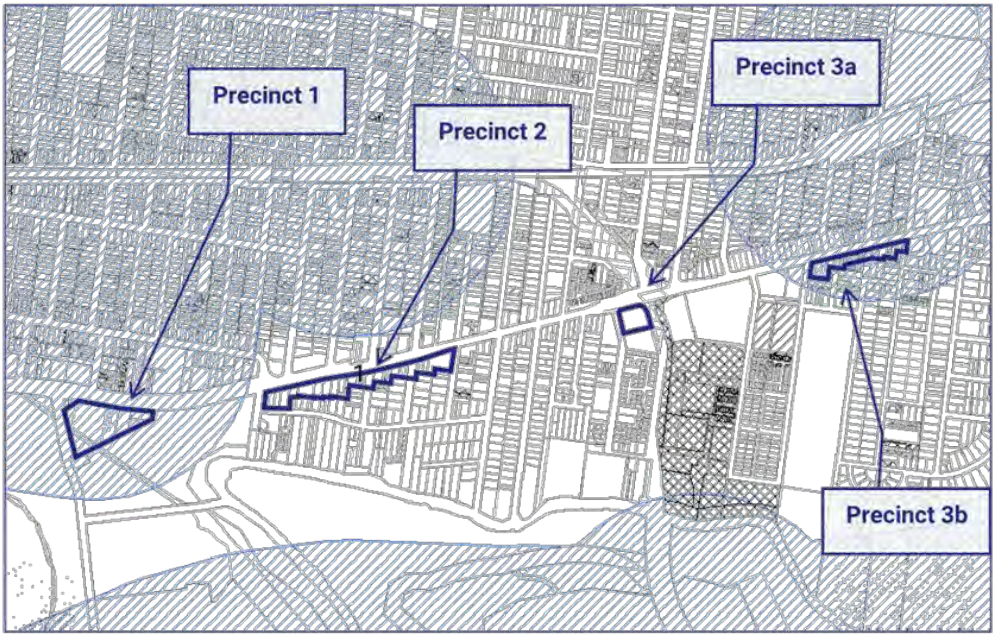


Figure 16: PPTN Map

Table 6: Summary of Public Transport Services

Service	Between	Via	Operating Times (Frequency)		
			Weekday	Saturday	Sunday
Dennis Station, Fairfield Station and Alphington Station – located north of study area					
Hurstbridge Line	Hurstbridge & City	Alphington	Operate at high frequency		
Heidelberg Road – operates through the study area					
Bus Route 546	Heidelberg Station & Queen Victoria Market	Clifton Hill & Carlton	6:20am-6:50pm 30 minutes	Does Not Operate	
Bus Route 609	Hawthorn & Fairfield	Kew	8:05am-1:55pm 60 minutes	Does Not Operate	
Grange Road – located north of the study area					

Service	Between	Via	Operating Times (Frequency)		
			Weekday	Saturday	Sunday
Bus Route 350	La Trobe University & City	Eastern Freeway	7:05am-6:30pm 20 minutes	Does Not Operate	
Westgarth Street – located north of the study area					
Bus Route 250	La Trobe University & City	Westgarth	5:30am-11:20pm 20-30 minutes	6:15am-11:45pm 30-40 minutes	6:40am-10:45pm 30 minutes
Bus Route 251	Northland SC & City	Westgarth	6:50am-8:50pm 20 minutes	7:20am-7:10pm 30-40 minutes	8:25am-5:45pm 40 minutes
Wingrove Street – located north of the study area					
Bus Route 508	Alphington Railway Station & Moonee Ponds	Northcote & Brunswick	5:30am-10:35pm 10-20 minutes	6am-11:35pm 30-60 minutes	8:20am-10:40pm 40-60 minutes

We note that the bus services which travel south, along Chandler Highway, do not operate on the weekend and as such, it is not possible to travel south of the Yarra river efficiently on the weekends.

Similarly, the bus routes which operate along the Heidelberg Road throughout the study area do not operate on the weekends.

The remaining bus services do not operate at high frequency during peak or off-peak times.

4.5. Sustainable Travel Modes

The study area is served by an adequate network of bicycle routes, albeit with some discontinuity and functionality issues. Figure 17 below shows the Travel Smart Map for the study area.



Figure 17: Travelsmart Map

Source: City of Yarra

4.5.1. Cycling

Heidelberg Road provides on-road bicycle lane between Yarra Bend Road/Station Street and Coates Avenue/Chandler Highway. The other sections of Heidelberg Road within the study area are nominated as an informal bicycle route. The bicycle lanes along Heidelberg Road within the study area are disconnected are inconsistent. They are relatively unsafe and not well suited to less experienced cyclists. While there are dedicated bike lanes in some sections many parts of Heidelberg Road either have no bike lane or one shared with parked cars outside the clearway times. In practice the discontinuous route will be of little value to inexperienced cyclists.

On-road bicycle lanes are provided on several of the north-south streets which intersect the study area including Westgarth Street, Station Street, and Chandler Highway. Key off-road bicycle routes include the Capital City Trail to the west, the Main Yarra Trail along the Yarra River to the south and a bicycle trail which extends along the Eastern Freeway.

Chandler Highway provides a good connection from the study area to the south, via dedicated on-street bicycle lanes from Heidelberg Road to the Eastern Freeway. To the south of the Eastern Freeway an-off-road shared path continues to the south-east.

4.5.2. Car Share

As shown on the TravelSmart map at Figure 17, two car share vehicles located north of the study area, in the vicinity of Fairfield Railway Station.

4.5.3. Walking

The study area is somewhat walkable where only some services and destinations are within a convenient walking distance. The Walkscore[2] map for Fairfield and Alphington is illustrated in Figure 18, with a score of 69. This is a measure of the level of accessibility to local services by walking. The score is classified as 'Somewhat Walkable', which states that some errands can be accomplished on foot.

We note that the main pedestrian connection to local services within close proximity to the study area is via Heidelberg Road. The main shopping precinct in close proximity to the study area is Fairfield Village, which is located at least 500m from Precinct 2 of the study area, with greater walking distance for the remaining precincts. We note that level of accessibility to local services within the study area will increase when the development at Alphington Paper Mill site is complete. Upon completion, the development will add additional services including retail shops, restaurant, banks, post office and commercial uses.

The following railway stations are within close proximity to the study area:

- **Dennis Station**, located approximately 750m walking distance from Precinct 1 (10 minutes walk).
- **Fairfield Station**, located approximately 700m walking distance from Precinct 2 (10 minutes walk).

[2] https://www.walkscore.com/AU-VIC/Melbourne/Alphington

- **Alphington Station,** located approximately 850m walking distance from Precinct 3a and 550m walking distance from the east end of Precinct 3b (7-10 minutes walk).

The study area also has access to several walking routes including The Main Yarra Trail along the Yarra River and walking paths through Coate Park and Alphington Park.

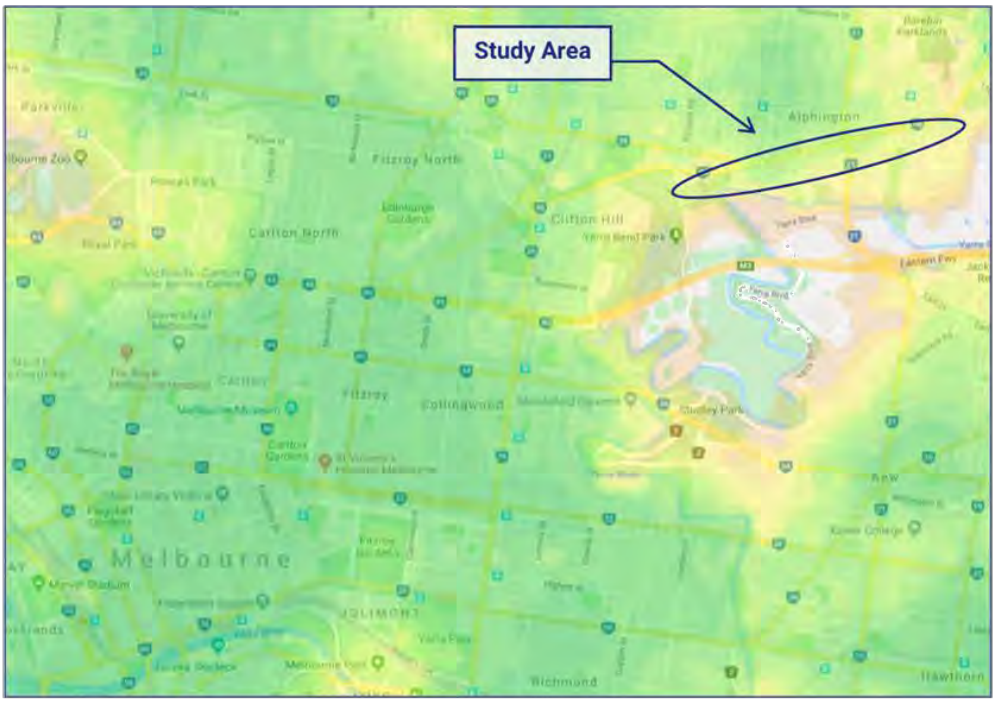


Figure 18: Walkscore Map - Fairfield & Alphington

4.6. Demographics

4.6.1. Car Ownership Statistics

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

We note that the sample size for these suburbs is quite limited, as the housing stock is still mostly semi-detached and detached dwellings, rather than apartments. However, the level of apartments is expected to increase in the near future.

These statistics indicate that the parking requirements for dwellings set out under Clause 52.06-5 of the Planning Scheme are generally higher than the car ownership statistics for one and three-apartments in this locality.

Table 7: ABS Census Car Ownership Statistics (2016) – Flat/Unit/Apartment

Type of Dwelling	Number of Cars	Alphington Suburb	Fairfield Suburb	Yarra LGA
1 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**0.9**	**0.8**	**0.7**
	0 cars	20%	28%	38%
	1 car	71%	67%	55%
	2 or more cars	9%	5%	7%
2 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**1.2**	**1.2**	**0.9**
	0 cars	13%	15%	26%
	1 car	56%	61%	56%
	2 or more cars	31%	24%	19%
3 bedroom Flat/Unit/Apartment in one or more storey block	**Average no. of cars per dwelling**	**1.8**	**1.6**	**1.2**
	0 cars	8%	0%	20%
	1 car	22%	37%	48%
	2 or more cars	70%	63%	33%

4.6.2. Journey to Work Data

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

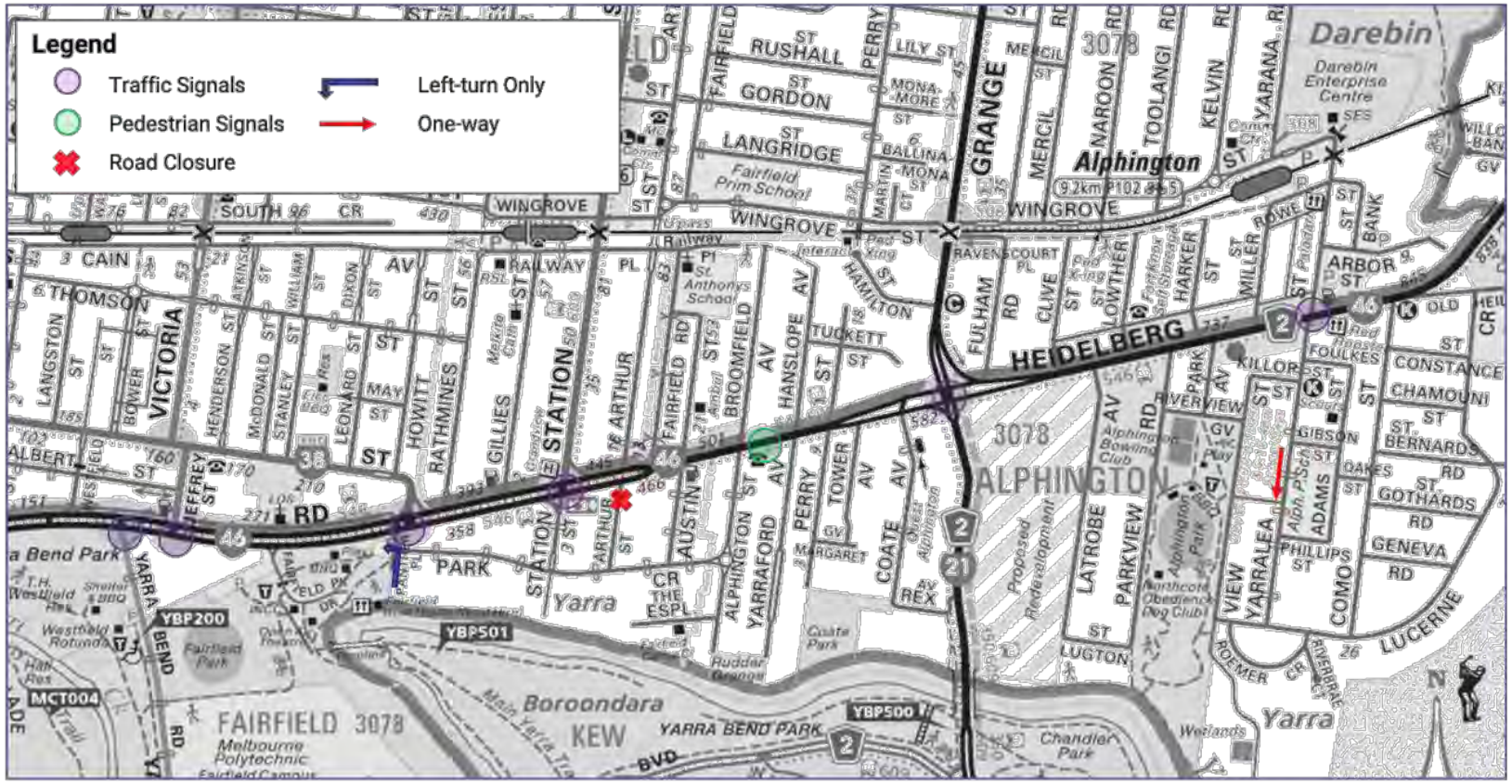
This data highlights a stronger reliance on public transport, walking and cycling for those living (in particular) within the study area compared with the Melbourne metropolitan area.

Table 8: ABS Census Journey to Work Data (2016)

% mode of travel for 'journey to work' trip	Live within the area (i.e. place of residence)				Work within the area (i.e. place of employment)		
	Alphington	Fairfield	City of Yarra	Greater Melb.	Alphington-Fairfield SA2*	City of Yarra	Greater Melb.
Car as driver	48.3%	43.4%	32.8%	60.2%	68.8%	48.5%	59.8%
Public Transport	22.2%	27.4%	28%	15.4%	6.9%	23.7%	15.8%
Walking	2.6%	3.2%	12.4%	3%	3.5%	5.9%	3.1%
Cycling	6.4%	6.5%	8.6%	1.4%	1.9%	4.3%	1.4%
Other (car passenger, motorcycle, taxi)	3.3%	3.3%	2.9%	4.5%	3.4%	3.4%	4.4%
Other Data (worked at home, did not go to work, mode not stated)	15.6%	14.4%	13.1%	13.8%	14.5%	12.5%	13.9%

4.7. Traffic Management

A detailed review of the existing traffic management measures within the study area is provided at Appendix C. The following map summarises the traffic management measures along or immediately adjacent to Heidelberg Road.



Source: Melway

Figure 19: Traffic Management Map

5. Transport Impacts

The primary purpose of this study is to review the traffic engineering implications of the implementation of the Design and Development Overlay, which introduces a range of built form controls to the Yarra Planning Scheme. This amendment is required to implement the recommendations of the Heidelberg Road Built Form Framework prepared by Hodyl & Co in order to allow for more intense development along the Heidelberg Road Corridor.

The key transport engineering impact of the proposed controls is the direction to use local roads and rear laneways for vehicle access to new developments wherever possible and avoid new crossovers to Heidelberg Road. As a result, the use of the laneways and local roads with the study area will increase. This study reviews the potential impacts of new development and makes recommendations to manage the increased use of local roads and laneways.

The following sections provide:

- An overview of the likely traffic impacts of increased development along Heidelberg Road, by reviewing a case study of Victoria Street, Richmond.
- A discussion regarding access to Heidelberg Road being avoided if possible, for vehicle access.
- Identification of locations which may require additional analysis to be completed as part of a development application.
- Recommendations for provision of car parking within each precinct.
- Analysis of potential capacity of the road network to accommodate on-street parking generated from developments.

This study does not seek to undertake detailed traffic modelling of Heidelberg Road or its key intersections. Traditional traffic modelling relies on estimates of future growth of land use intensity and assumptions about future trip generation rates and transport mode choice to assess the impact on a transport network. In our view, these critical modelling assumptions cannot be determined with any certainty for this area.

There are a number of factors that mean that preparing a detailed traffic model for this Activity Centre is not possible. At this time, Yarra City Council has not completed a detailed study regarding possible increases in dwelling numbers or commercial floor space on specific sites, which is an essential requirement of any model.

Future policy on car parking provision is expected to move away from a 'predicted and provide' approach to car parking provision (as identified by the Liveable Yarra Project) towards using car parking as a tool to encourage sustainable transport choices. Car parking provision rates are expected to be lower than have historically been required. The provision of car parking can have a significant impact on the traffic generated by a development site and the mode choice of trips generated by any development and this will greatly affect any assessment of future traffic conditions.

Fundamentally though, a detailed traffic model would not assist in achieving the key objectives of this study, which is to best manage the transport challenges posed by new

development. This is primarily achieved by applying best principles access management techniques to manage this new development.

This study aims to promote alternative transport modes in the following key ways:

Public Transport

- Maximise the accessibility of public transport, including fixed rail and bus services

Walking

- Provide a high quality pedestrian environment, including minimising the impact of vehicle access points along key pedestrian routes, especially Heidelberg Road
- To protect and enhance pedestrian connectivity to key destinations
- Promote public transport by providing good pedestrian and cycling links to public transport stops

Cycling

- Promote a safe cycling environment by minimising the number of conflict points with vehicles

Key outcome of this assessment is an Access and Movement Plan for properties abutting Heidelberg Road. This plan applies best practice vehicle access management techniques to properties abutting Heidelberg Road to manage the impacts of vehicle access to abutting properties on these three modes and maximise the efficiency of the arterial road network. A detailed model of traffic movement along Heidelberg Road would be of no assistance to this assessment. These techniques would be recommended notwithstanding any traffic model.

To take a historical example, a detailed traffic model of the Swan Street/Lennox Street intersection or Swan Street/Church Street intersection would have no impact on vehicle access locations adopted for the Dimmeys redevelopment at 140 Swan Street. Vehicle access to the rear and side of the property, rather than directly to Swan Street was chosen on best practice access management principles.

This report does include a detailed review of Victoria Street, Richmond, as a case study of how traffic conditions on Heidelberg Road are likely to change over time. Victoria Street has a number of parallels with Heidelberg Road and has and will experience some significant development. This case study provides a high level overview of how additional development on Heidelberg Road will change the transport conditions along Heidelberg Road. In our view, this case study provides a better guide to the likely future transport conditions along Heidelberg Road than any mathematical model, which would be based on highly uncertain assumptions regarding development scale, future trip generation rates and mode choices.

5.1. Traffic impacts along Heidelberg Road

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

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

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

It should be noted that there are some similarities and differences between Heidelberg Road and Victoria Street. Both are key arterial roads located within inner Melbourne providing important routes for travel from outer areas through to the CBD. However, a distinction needs to be made in comparing between Victoria Street as it is now and Heidelberg Road as it is currently.

Victoria Street does perform better in a number of areas compared to Heidelberg Road in terms of its sustainable transport characteristics. This includes closeness to the CBD, the availability of on-road public transport services, walkability and availability of local services. However, access to metropolitan rail services is higher for most of Heidelberg Road than Victoria Street. This provides a different level of public transport access to the CBD (and wider Melbourne).

However, it should be recognised that many of Victoria Streets sustainable transport characteristics have improved markedly in the last 20 years, including increased tram services, number and quality of bicycle connections and changing land use all occurred over the review period.

Heidelberg Road has significant scope for improvement in the areas of cycling, walking and access to local services. This includes the provision of increased on-road public transport services, where there is significant scope to extend the frequency and hours of operation of existing bus services. The full development of the Paper Mill site will provide a much higher level of access to local services within a walkable distance than at present. There are also opportunities to increase the walking and cycling environment along Heidelberg Road.

From a transport perspective, the study area has considerable potential to improve in the key areas that have assisted in achieving the shift in travel patterns seen in Victoria Street.

5.2. Case Study – Victoria Street

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

The case study is provided in detail at Appendix D.

5.2.1. Summary of Case Study

Based on the study, the following conclusions can be drawn from the development of Victoria Street over the last 10 years:

- Victoria Street has experienced significant development over the last 10 years, with over 3,000 new dwellings being constructed on properties that directly abut Victoria Street.
- The daily volume of traffic on Victoria Street has decreased, in some sections by up to 25%.
- Sustainable transport modes for journey to work purposes have significantly increased within the City of Yarra and Richmond for both residents and employees in Richmond.
- Public transport services (trams) on Victoria Street have doubled.
- Bicycle usage has increased significantly as a transport mode within Richmond and Victoria Street.
- Alternative transport modes such as car share vehicles have become available over time.

From the review of case study data, a modal shift is certainly occurring and it is modal shift that is accommodating the increased transportation activity within Richmond. While the population and development intensity along Victoria Street has increased, the daily traffic volumes along Victoria Street and parallel traffic routes has reduced over time and been taken up by alternative transport modes.

It is not evident from the arterial road volume data that non-local traffic is dispersing to other routes. The traffic volumes on Victoria Street, Bridge Road and Swan Street have all fallen over the last 10 years. While, locally generated traffic within Richmond would be displacing non-local or through traffic, however the main shift appears to be towards sustainable transport modes.

A key driver of this change is due to:

- Changes in land use over time along Victoria Street with a shift away from manufacturing towards service and professional industries.
- An increasing mix of land uses including a significant increase in dwellings and new mix of commercial uses in place of industrial uses.
- A change in demographic with the gentrification of Richmond. Residents of Richmond are increasingly younger persons employed in professional industries who live and work locally (including the CBD and nearby Activity Centres). Travel by private car is not necessarily the most convenient mode of travel for many trips to either work or everyday destinations (shopping, etc.). The increased number of dwellings on Victoria Street are well served for everyday needs by a short walk to Victoria Gardens.

5.3. Traffic Impacts to Local Road Network

The following sets out our high level review of the potential traffic impacts to local roads within the study area generated by the proposed height controls and level of development that could potentially occur within the area. The following highlights any locations that should be further analysed during the application process for vehicle access to certain streets.

5.3.1. Precinct 1

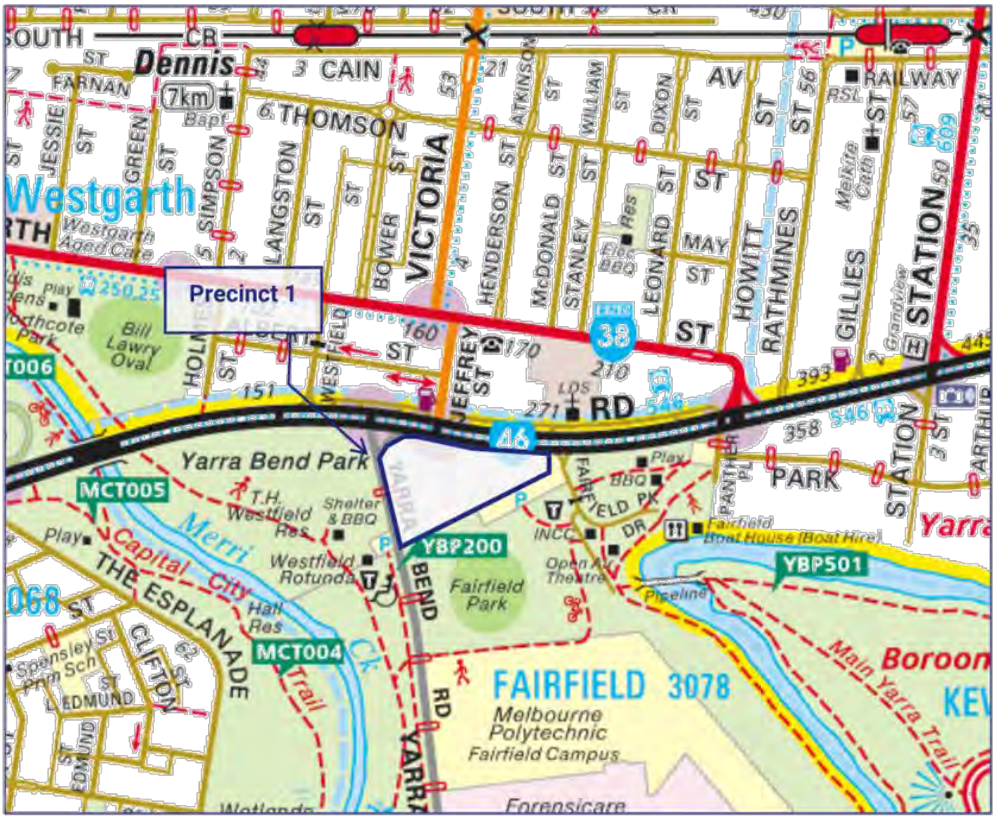


Figure 20: Precinct 1 Map

We understand that the redevelopment of the land in this precinct is likely to be largely residential, with a small amount of commercial. Based on the access and movement plan detailed in Section **Error! Reference source not found.**, vehicle access for the western part of the precinct should be undertaken via Yarra Bend Road, with the remaining properties accessing Heidelberg Road directly.

Existing usage of Yarra Bend Road includes recreational uses associated with Yarra Bend Park, as well as Melbourne Polytechnic and the Thomas Embling Hospital.

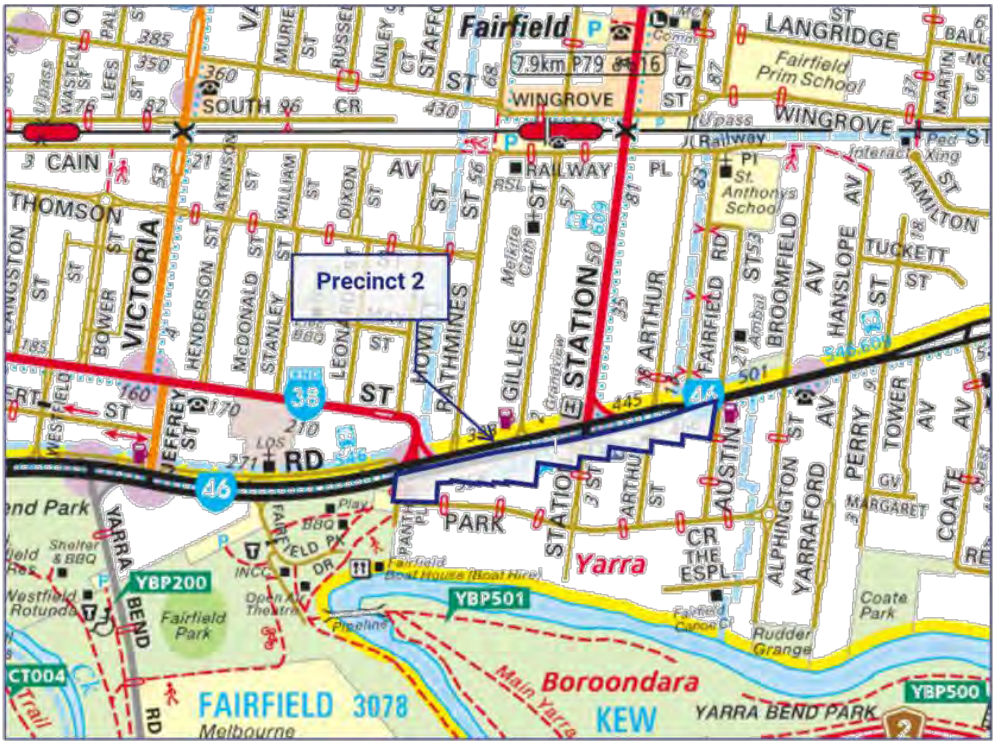
We are satisfied that the level of traffic likely to be generated by Precinct 1 to Yarra Bend Road is expected to be able to be accommodated by Yarra Bend Road, particularly given that the Yarra Bend Road/Heidelberg Road intersection is controlled by traffic signals.

Further, the portion of the precinct which will take vehicle access to Yarra Bend Road is currently occupied by industrial uses, which are likely to be generators of traffic and would include heavy vehicle traffic.

Accordingly, we do not believe the level of traffic generated by the level of development proposed for this precinct will pose a significant issue for the operation of Yarra Bend Road or its intersection with Heidelberg Road.

For any redevelopment of this site utilising Yarra Bend Road for access, the application material would need to include detailed traffic analysis including Sidra analysis of the intersection to ensure that the capacity of the intersection is not exceeded.

5.3.2. Precinct 2



The level of traffic generated as a result of the development proposed for this precinct of a 5 storey height limit is not expected to be significant. We do not expect that the level of traffic will increase to a detrimental level on any of the adjoining local roads.

The block bound by Panther Place and Station Street includes a significant number of properties which will be required to either continue to take vehicle access directly to Heidelberg Road, or not provide parking on the site. The remaining properties accessing the local road network directly do not have the development potential to cause a detrimental impact to Panther Place or Station Street.

We note that Panther Place and Station Street are both controlled by traffic signals at their intersections with Heidelberg Road.

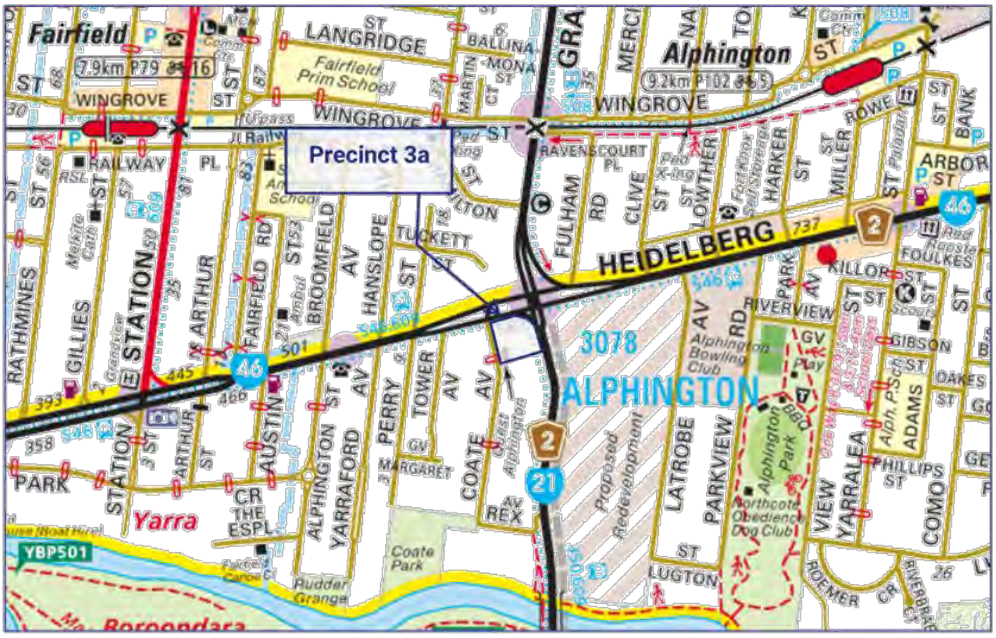
Arthur Street includes a road closure which is located close to the intersection with Heidelberg Road. This road closure will only allow for the properties within the DDO area to access Heidelberg Road. All other properties to the south (and outside the study area) cannot access Heidelberg Road from Arthur Street. Accordingly, it will only be the two sites on either side of Arthur Street which will take access to this section of Arthur Street.

Arthur Street is restricted to left-in/left-out and accordingly, we are satisfied that the likely traffic increase to the intersection will be minor and accommodated by the left-in/left-out nature of the road.

The Heidelberg Road Built Form Framework does not indicate that the intention is for vehicle access to be undertaken via Austin Street. In the access maps discussed at Section 6.3.1 and attached at Appendix F, we are satisfied that vehicle access could be taken to Austin Street and it would be beneficial to do so for the block bound by Austin Street and Arthur Street.

If vehicle access were taken to Austin Street we do not believe this would have a significant impact to Austin Street, as the current use of the site as a car dealership with service centre included would generate a level of traffic which would be potentially comparable to the development potential of this land.

5.3.3. Precinct 3a



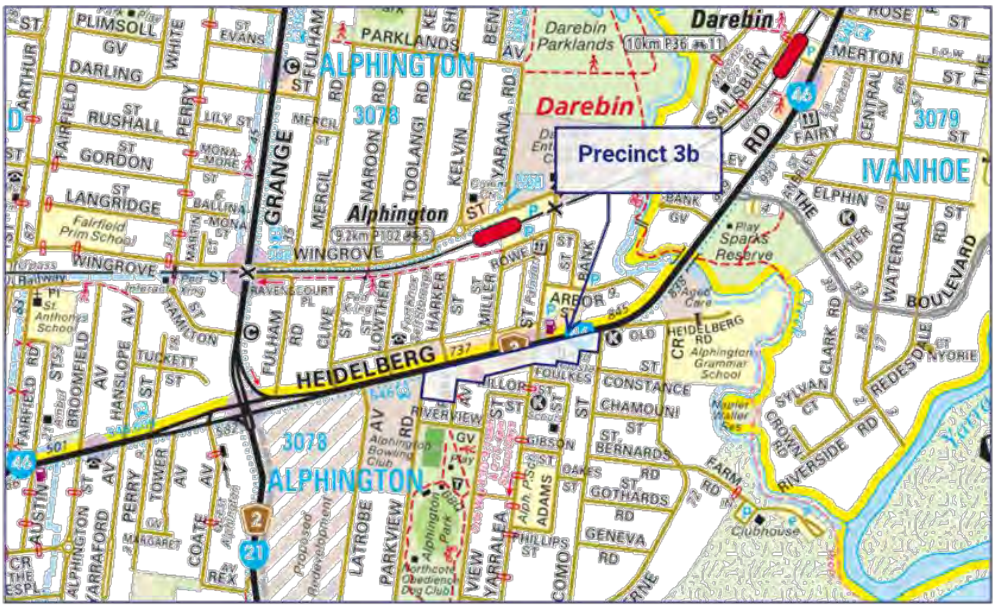
The level of traffic impact from any redevelopment of this site would need to be assessed as part of any development proposal submitted.

The level of development is potentially quite significant and given there is only one option for vehicle access, to Coate Avenue, this would need to be critically assessed.

However, given the Coate Avenue/Heidelberg Road intersection is downstream from the Chandler Highway intersection, there are large gaps in the traffic which can be used by vehicles to enter (via right turn) or exit via left or staged right turn during the large breaks in the traffic.

The site is already occupied by a two-storey office development with associated carpark (94 spaces). Accordingly, it is likely that this development is already generating a moderate level of traffic. Any traffic surveys and analysis should ensure that the existing traffic generated by this site is taken into account during the assessment.

5.3.4. Precinct 3b



The level of traffic generated as a result of the level of development proposed for this precinct, of a mostly 5 storey height limit, is not expected to have a significant traffic impact to local roads. We do not expect that the level of traffic will increase to a detrimental level on any of the adjoining local roads.

The block bound by Parkview Road and Park Avenue, known as 700-718 Heidelberg Road has received a Planning Permit from VCAT (Aleks Nominees Pty Ltd v Yarra CC [2018] VCAT 1315) for an 8 storey mixed use building over 3 levels of basement parking. The building is to contain 2 retail tenancies, 105 dwellings and 153 car spaces, accessed via both Parkview Road and Park Avenue.

The traffic associated with the use of this land will effectively be split between two local roads. We do not believe that either of these roads will be greatly impacted by this development, or similar development in the event an amended permit was to be issued.

The block bound by Park Avenue and Yarralea Street includes a significant number of properties which will be required to either continue to take vehicle access directly to Heidelberg Road (due to no alternative), or not provide car parking on the site. The remaining properties accessing the local road network directly do not have the development potential to cause a detrimental impact to Park Avenue or Yarralea Street. We note that Yarralea Street is controlled by traffic signals at its intersection with Heidelberg Road.

Property No's 774 and 782 will each have vehicle access to Yarralea Street. Given that the intersection of Yarralea Street is controlled by a set of traffic signals we do not believe there would be a detrimental impact to Yarralea Street as vehicle access to Heidelberg Road is controlled already. However, for any redevelopment of this site utilising Yarralea Street for access, the application material would need to include detailed traffic analysis, including Sidra analysis of the intersection to ensure that the capacity of the intersection is not exceeded.

We do not expect any further increase to traffic along Como Street as the only site which would require vehicle access already provides what is described under the design strategy as 'Existing medium-density, mid-rise housing'. This is a relatively new development and is highly unlikely to be redeveloped further in the short/medium term.

5.3.5. Summary

Overall, we are satisfied that the traffic generated as a result of this fairly moderate level of development across each of the precincts will not have a detrimental impact to the operation of the local road network.

Given the level of development potential and number of properties which are served, the locations that may require intersection analysis to form part of any application material are:

- the Yarra Bend Road/Heidelberg Road intersection,
- the Coate Avenue/Heidelberg Road intersection, and
- the Yarralea Street/Heidelberg Road intersection.

5.4. Parking Impacts to Local Road Network

The following sets out the general approach to parking demands within each of the different precincts. Each of the precincts has different locational attributes which would be more or less conducive to allowing for car parking reductions.

Precinct 1 and 3b are located within the PPTN area and as such are more conducive to allowing for car parking reductions. Whereas, Precincts 2 and 3a are not, and may be less conducive.

Maps detailing the on-street car parking restrictions within the study area are provided at Appendix B.

The below recommendations assume that an improvement to the overall bicycle connectivity is improved generally in line with the recommendations set out within Section 7

5.4.1. Precinct 1

Whilst located within the PPTN area, the sites located within Precinct 1 are located 700m from the nearest railway station (Dennis Railway Station). The site is located within the PPTN due to its proximity to Westgarth Street, where Bus Routes 250 and 251 operate. These bus routes only operate at 20 minute frequencies during the peak periods and as such does not offer a high level of service.

Accordingly, whilst located within the PPTN, we do not believe there is much scope for properties within this area to receive a car parking reduction for long term parking (staff or residents).

Accordingly, consideration can be given to potential car parking reductions in this precinct. However, an application would need to include a robust assessment of the likely car parking demand so a the proposed use.

For general retail uses, such as shops, food and drink or restaurants, a car parking reduction could be granted for the customer components (i.e. short term users), whereas the staff component should generally provided.

Under existing conditions, the on-street carparking along Heidelberg Road in this precinct is unrestricted outside of Clearway Times. During our site inspection these car spaces were in high demand and were likely associated with long-term car parking for staff of the commercial/industrial uses of the precinct.

The residential uses permitted within this precinct will generate visitor car parking demands. These demands do not need to be provided on the sites as they are located within the PPTN, where there is no requirement for visitor parking. Accordingly, the most proximate area for visitor parking is along the site's frontage to Heidelberg Road. If this is occupied by long-term car parking which is not turning over during the day, there will be limited capacity for visitor or customer parking to occur and visitors will overflow into the car parking for Fairfield Park and Yarra Bend Park.

This should be avoided, and as such Council should explore restricting car parking along Heidelberg Road to short-term parking.

5.4.2. Precinct 2

Precinct 2 is located within a commercial precinct which comprises a mixture of retail and restricted retail uses. Accordingly, any redevelopment of this precinct will include an intensification of the commercial uses on the site.

The general approach to finer grain retail uses on narrower sites would be to ensure that staff parking is provided on the site, with all customer car parking accommodated on-street within the area consistent with a centre based approach to parking demands.

However, for larger sites and for bulky goods (i.e. restricted retail uses) an on-site customer car parking provision may be beneficial for a specific use which includes picking up of goods. Short term loading spaces could be included within the design of a specific site.

Generally speaking, customer car parking demands can be accommodated off-site in the nearby area.

For sites which do not have car parking along their site's frontage, it may be appropriate to require some level of on-site visitor parking to be provided. The provision of visitor car parking should be considered for property numbers 358 to 376, on the corner of Panther Place and Heidelberg Road, where the only street frontage with on-street parking is Park Crescent, a residentially sensitive area.

The remainder of the block between Panther Place and Station Street may also need to provide some level of visitor parking, as there is limited availability of on-street parking available to these sites. The majority of these sites are quite deep with limited street frontage and therefore limited car parking availability directly adjacent. Accordingly, the overflow generated by their development potential is likely to exceed the on-street parking adjacent to the land.

The remainder of the precinct has access to a higher number of street frontages and therefore on-street car parking. Accordingly, these sites could potentially achieve a higher level of car parking reduction for visitor and customer car parking.

The block between Station Street and Arthur Street includes a number of fine-grained sites and as such may not be conducive to providing on site car parking, particularly for visitors or customers. In some cases, commercial uses could also be provided without or with very limited car parking.

On narrow sites that are difficult to provide parking on, the inability to provide car parking should not be a limiting factor in the development potential of a site. Rather, the provision of alternative travel modes, such as bicycles, motorcycles and scooter parking should be explored as an alternative to car parking.

For example, the space that is required for a single car space, can accommodate up to 8 bicycle spaces (potentially more if you take into account the space required for manoeuvrability of a car), as detailed below. Accordingly, for some developments this may be more beneficial to providing a very small number of car spaces.

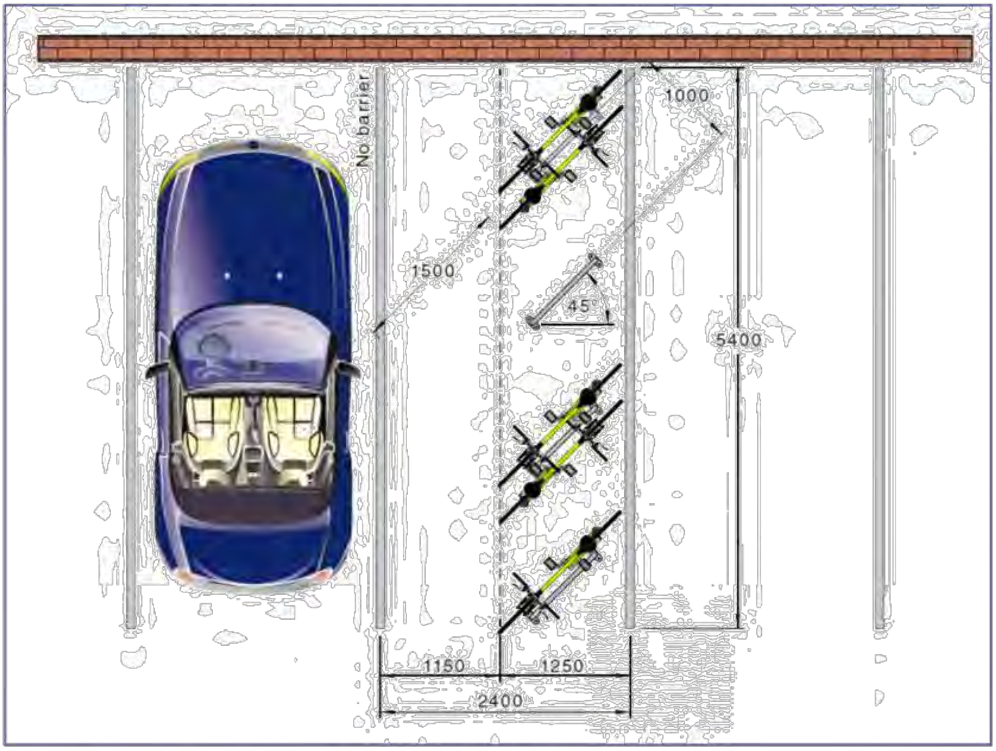


Figure 21: Conversion of Car Space to Bicycle Spaces (AS2890.3-2015)

5.4.3. Precinct 3a

The site located within Precinct 3a has only one street frontage that can accommodate on-street parking, Coate Avenue. The remaining street frontages are Heidelberg Road and Chandler Highway which do not provide for on-street car parking in this location.

The adjoining land uses to the south of the site are residential in nature. Accordingly, any overflow car parking demand should be confined to along the site's frontage to Coate Avenue, such that the car parking impact is limited.

Accordingly, the car parking demand generated by the site should be accommodated on the site, with a short-term overflow which is limited to the number of car spaces which can be accommodated along the site's frontage.

5.4.4. Precinct 3b

Precinct 3b is located within a commercial precinct which comprises a mixture of retail and restricted retail uses. Accordingly, any redevelopment of this precinct will include a retail presence on the ground floor and potentially residential uses above.

The general approach to finer grain retail uses on narrower sites would be to ensure that all staff parking is provided on the site, with all customer car parking accommodated on-street within the area consistent with a centre based approach to parking demands.

However, for larger sites and for bulky goods (i.e. restricted retail uses) an on-site customer car parking provision may be beneficial for a specific use which includes picking up of goods. Short term loading spaces could be included within the design of a specific site.

Visitor demands generally peak at opposing times to retail uses, with retail customers typically peaking during the day, whilst residential visitor parking typically peaks during the evening and on weekends. Accordingly, the sharing of the on-street car parking resources is appropriate in this case and can be accommodated within the area, without significant encroachment into residentially sensitive areas.

The precinct is located within the PPTN Area and as such, no residential visitor car parking is required on any of these sites.

The block between Park Avenue and Yarralea Street includes a number of fine-grained sites and as such may not be conducive to providing on site car parking. In some cases, depending on the site constraints and limitations, dwellings and retail uses could also be provided without or with very limited car parking.

On narrow sites that are difficult to provide parking on, the inability to provide car parking should not be a limiting factor in the development potential of a site. Rather, the provision of alternative travel modes, such as bicycles, motorcycles and scooter parking should be explored as an alternative to car parking.

The local streets to the south of Precinct 3b includes significant 'unrestricted' car parking. Accordingly, once development increases along the corridor, overflow car parking may encroach into these residentially sensitive areas.

Council could consider introducing short-term car parking for these residentially sensitive areas to protect existing residents from significant encroachment from new development, where unrestricted car parking prevails.

5.4.5. Summary

Overall, we are satisfied that the parking impacts of the redeveloped sites will not have a detrimental impact to the parking availability of the area.

Generally speaking all long-term car parking demand should be provided on the site, with short-term car parking accommodated on-street. Short-term car parking may be required to be provided on the site if:

- the site does not have access to on-street car parking adjacent to the site,
- any overflow car parking would encroach significantly into residentially sensitive areas, or
- access for customers to collect goods for larger retail uses.

We note that visitor parking cannot be requested to be provided on sites within the PPTN Area.

The residential areas which abut the commercial areas to the south generally have car parking restrictions which protect these areas from parking associated with the commercial

precincts. i.e. short/medium term and permit zones. Accordingly, these parking restrictions will continue to protect the residential areas when development increases along the corridor.

Those on-street car parking areas which are not currently protected by timed or 'Permit Zone; restrictions should be contemplated by Council.

A reduction of long-term car parking for staff or residents could be considered for fine grained sites where vehicle access would be required to Heidelberg Road or if the provision would be low due to the width of the site or other access constraints.

This would be appropriate in this area, as the area is served by fixed rail and it is not necessary that each individual development achieve an exact mix of parking rates as some will be able to readily provide parking and some will not.

6. Access and Movement Plans

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

The following section sets out our recommended Access and Movement Plans for all properties within the study area. The detailed Access and Movement Plans are attached at Appendix F.

6.1. Access Management Principles

VicRoads generally adopts the AustRoads Guide to Traffic Management with regard to its access management principles for managing the arterial road network. In particular, the AustRoads Guide to Traffic Management Part 5: Road Management sets out the following relevant guiding principles:

- *Transport and other functions served by roads, the needs of abutting land use, along with wider government strategic objectives, all influence how roads are managed. The functional classification of a road relates to its role within the road network. There are two main functions of road networks and roads:*
  - *'mobility' that is concerned with the movement of through traffic and focussed on the efficient movement of people and freight, and*
  - *'access' that relates to the ease with which traffic from land abutting roads can enter or leave the road.*
- *Recent developments in policy and strategic planning initiatives are aimed at giving greater recognition to walking activity in road and transport planning. This has arisen from policy settings in the transport and health sectors recognising the need to move towards more sustainable forms of transport (by foot, bicycle or public transport) and towards healthier activity (walking, cycling) by the community generally (AustRoads 2013a).*
- *This has led to recognition of the need for planning and providing a road network which caters for the potential increase in active travel such as walking and cycling. This is a fundamental factor for consideration in striving for balance between the mobility and access functions of roads in the network.*

Importantly, in the context of the Heidelberg Road corridor, as an inner area, the move to sustainable forms of transport (foot, bicycle or public transport) has more than just health benefits. It is an integral component to the success of the implementation of the Heidelberg Road corridor DDO, having regard to the capacity constraints of Heidelberg Road to accommodate additional vehicle movements.

Accordingly, it is imperative that the planning for an increase in the density of development is accompanied by an access management strategy that recognises the importance of these sustainable transport modes, and also plans for the inevitable increase in pedestrians and cyclists as well as improvements to the public transport network along this important corridor.

The AustRoads Guide to Traffic Management Part 5: Road Management states the following in relation to the role of different road types:

- *The primary function or balance of different functions may be reflected in the classification of a road. In its purest form, road classification may consist of two basic road types which have fundamentally different traffic and environmental goals:*
  - *arterial roads, the main function of which is to provide for the safe and efficient movement of people and freight, and*
  - *local roads, which provide direct access to abutting land uses and which contribute to the overall functioning of areas bounded by arterial roads or other barriers. The basic function of a local road is to provide a good environment in which to live or conduct a business and to enable vehicular access to abutting land.*
- *The need for access planning and management arises because vehicle movements generated by abutting properties can potentially create interruptions in the traffic flow along a road. On many roads, these interruptions are of little or no concern. However, on arterial roads carrying high traffic volumes or fast moving traffic, where traffic efficiency is of greater importance, these interruptions can create a greater risk of crashes, inefficiencies and other costs to the community. An effective access management strategy for a road or site contributes to the best outcome for the community by protecting the level of traffic service on important through traffic routes while providing road users with safe and appropriate access to adjacent land.*

Heidelberg Road is an arterial road (Road Zone Category 1) and accordingly it has an important role in the broader arterial road network context to provide for through traffic. Heidelberg Road is also located on the Principle Bicycle Network (PBN).

The role of Heidelberg Road creates an environment which is not conducive to providing direct vehicular access to properties which could create interruptions in the flow of both vehicular and pedestrian traffic along Heidelberg Road.

Accordingly, taking into account Heidelberg Road's primary purpose, and noting that within the study area the majority of properties have alternative access potential (generally via local roads and some laneways/carriageway easements), there should be strong policy support within any Planning Scheme amendment (such as the DDO) to guide future access to development to be via the lower order road network.

Safety

Part 13 of the AustRoads Guide to Traffic Management addresses Road Environment Safety, as follows:

- *Managing safety in the road environment means managing the risk that injury will occur, whether it arises from the behaviour of road users, the performance of vehicles or the characteristics of the road environment. Making roads safer means reducing the risk. This applies to all road users – vehicle drivers, riders, passengers, cyclists, and pedestrians.*
- *Safe operation of the road and traffic system is a fundamental goal for road designers and traffic engineers who have a prime responsibility for addressing the safety factors related directly to the road environment itself.*

Fundamental principles for managing safety in road design, traffic management and remedial treatment practice include:

- speed management,
- conflict management,
- hazard management, and
- road user information management.

In the context of managing vehicular access to Heidelberg Road, conflict management is the primary safety principle which can be influenced.

Notably, it is important to provide a continuous safe environment for pedestrians at-grade along the Heidelberg Road public realm, and this can be achieved by minimising private property access points.

Policy Support

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

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

Council's transport modal hierarchy for decision making places pedestrians and cyclists in the top 2, and places vehicular traffic at the bottom.

This hierarchy recognises the importance of sustainable modes into the future, and supports the recommended access management strategy to utilise lower order roads for vehicle access wherever possible, with direct access to Heidelberg Road being a last resort (with consideration for "no parking provision" potentially being preferable for some individual sites).

6.2. Benefits of Limiting Vehicle Access to Heidelberg Road

The principle of limiting direct vehicle access to Heidelberg Road provides the following key benefits:

- It promotes a safe and friendly pedestrian walking environment, by reducing breaks in the footpath, reducing pedestrian-vehicle conflict points and increasing the amount of active street frontage along Heidelberg Road. It also eliminates instances of vehicles blocking the footpath.
- It limits vehicle access to Heidelberg Road to public road intersections, where Council and VicRoads have a greater degree of control in the implementation of traffic management measures. This improves the efficiency and safety of the road network for all users.
- The reduced number of intersections allows the concentration of effort of traffic management measures and safety improvements at a limited number of locations.

However, the benefits of limiting vehicle access to Heidelberg Road need to be tempered against other competing demands, including:

- Some sites do not have alternative access options and have existing access points to Heidelberg Road. It is not possible to deny access to sites that already have direct access to Heidelberg Road and do not have viable alternatives. However, upon redevelopment these accesses can include new controls to limit their impact, in particular left-in/left-out restrictions. A left-in/left-out restrictions results in the smallest impact on the arterial road network from an efficiency and safety perspective. Noting that most sites (except in Precinct 3b) are opposite a central median separating east and west-bound movements and will need to be left-in/left-out regardless.
- For some land uses (such as supermarkets), convenient and direct access to the arterial road network is important for the viability of the use and to minimise impact on local roads.

6.3. Access and Movement Plans

The detailed access and movement plans are attached at Appendix F.

To implement these plans will require some changes to the existing traffic management treatments and the configuration of public roads and laneways. This includes widening laneways to accommodate additional vehicle movements, specifically to accommodate simultaneous two-way traffic flow. This would involve developments abutting certain laneways being required to setback at ground level (although the building could extend over the laneway at upper levels).

Proposed access management plans attached at Appendix F show the recommended traffic management changes and instances where laneways should be widened, to accommodate a rear outcome for redevelopment sites fronting Heidelberg Road.

The plans classify road frontages into three categories:

- **Access prohibited (unless there is no reasonable alternative)** – this category is where vehicle access is not desirable or supported. This classification generally relates to Heidelberg Road frontages (or Chandler Highway, in Precinct 3a).
- **Access not preferred** – this category relates to locations where access is not preferred in favour of alternatives. However, these sites may not have reasonable alternative access locations (i.e. vehicle access to these sections may be the only option available to the site). Vehicle access solutions that do not involve access to these locations are encouraged. This may include consolidation of sites that allow vehicle access to a preferred location or the non-provision of car parking for smaller development sites.
- **Access preferred** – vehicle access to these frontages is supported and encouraged.

It is noted that there are a number of areas, where access is not currently available via either a side (local) road or a rear laneway or are otherwise constrained, as follows:

6.3.1. Precinct 2

Location 1: corner of Heidelberg road and Panther Place (property numbers 358 to 376)

Location 2: south-west corner of Heidelberg road and Station Street (property numbers 416 to 438)

Location 3: south-east corner of Heidelberg road and Station Street (property numbers 440 to 452)

Location 4: block between Arthur Street and Austin Street (property numbers 468 to 484, currently occupied by Mercedes car dealership)

6.3.2. Precinct 3b

Location 5: block between Parkview Road and Park Avenue (property number 712)

Location 6: south-east corner of Park Avenue and Heidelberg Road (property numbers 720-734)

Location 7: property numbers 754 and 756

The following sets out our review of each of the abovementioned areas.

Location 1 - corner of Heidelberg road and Panther Place (property numbers 358 to 376)

Location 1 is shown in the figure below, indicated by the yellow line.



Source: Nearmap

Figure 22: Aerial Photo – Location 1

Property number 358 has three street frontages with a wide frontage to Panther Place, and two narrow frontages to Heidelberg Road and Park Crescent. This site currently has 3 vehicle access points, including one to Heidelberg Road and two to Panther Place.

The site is also noted as "Sensitive redevelopment of existing & potential heritage buildings" as set out within the Urban design strategy. Accordingly, any redevelopment of the site needs to also take into consideration the heritage aspects of the building and associated constraints.

The following discussion is undertaken purely from a traffic engineering and access planning perspective.

Vehicle access should not be permitted to Heidelberg Road as the intention of the DDO is to limit the number of vehicle access points to Heidelberg Road. The question then becomes where is the best location for vehicle access along Panther Place or Park Crescent. The options for vehicle access are as follows:

1. The northern most existing access location to Panther Place.
2. The existing approximate mid-block crossover to Panther Place.
3. Creating a new crossover at the eastern boundary of the site to Park Crescent.
4. Consolidating the site with the adjacent site at No. 364 and creating a new crossover at the site's consolidated eastern boundary.

Table 9: Review of Access Options – Location 1

Option		Advantages	Disadvantages/Challenges	Recommendation
1.	The northern most existing access location to Panther Place	• No impact to Heidelberg Road frontage.	• Unable to turn right out of the site due to the location of infrastructure associated with the traffic signals • Limited sight distance to the Heidelberg Road intersection • Difficult location to provide access whilst maintaining active street frontage to Heidelberg Road	Discard. The safety impacts associated with the limited sight distance is not acceptable.
2.	The existing approximate mid-block crossover to Panther Place.	• No impact to Heidelberg Road frontage. • Location with the best sight distance for this site. • Facilitates safest vehicle access to this site	• Difficulty in turning right out of the site, due to likely queues forming across the access from Heidelberg Road. Keep Clear line marking could be provided to ensure that egress from the site can be provided Otherwise, may be required to be left-out only. • Difficult location to maintain street presence to Heidelberg Road	Consider. May be problematic for building design reasons.
3.	New crossover at the eastern boundary of the site to Park Crescent	• No impact to Heidelberg Road frontage. • Maintains street presence at Heidelberg Road	• Limited sight distance to the bend at Panther Place/Park Crescent • Will require removal of vegetation along verge on Park Crescent.	Discard. The safety impacts associated with the limited sight distance is not acceptable.

Option		Advantages	Disadvantages/Challenges	Recommendation
4.	Consolidating with the adjacent site and new crossover at eastern boundary.	• No impact to Heidelberg Road frontage. • Maintains street presence at Heidelberg Road • Acceptable sight distance to the bend to the west	• Will require removal of vegetation along verge on Park Crescent. • Complexity with regard to agreements between the two sites with regard to consolidation.	Preferred option. But only if Council deems it appropriate to consider approaching land owners regarding consolidation.

Property No's 364 and 376 should both create vehicle access to Park Crescent, in preference to Heidelberg Road.

The vehicle access points to No. 364 is too close to the Heidelberg Road/Panther Place/Westgarth Street intersection and as such should be removed and reinstated as kerb and channel. Entering traffic in this location would reduce the efficiency of through vehicle movements (including bicycles) through the intersection.

Similarly, access to and from the site would be problematic, as when accessing the site from the west (i.e. from the city) would require a vehicle to travel past the site and perform a U-Turn at the Station Street/Heidelberg Road intersection, impacting this intersection.

If vehicle access to this site is provided to Park Crescent, the issues regarding access from the west would be removed as access from the west could be facilitated via the right turn movement at Panther Place.

The Design Strategy for Precinct 2 indicates that the existing access to No. 376 should be retained for a redeveloped site. Our preferred access to this site is to Park Crescent. Whilst there is an existing two-way accessway to Heidelberg Road in this location, the crossover is of a substandard design and includes a street pole in the centre of the access, separating entry and exit movements. This is problematic in terms of clearances to the pole, particularly for larger vehicle access. The figure below shows this arrangement.



Figure 23: Existing Vehicle Access to No. 376

Maintaining access to Heidelberg Road for No. 376 creates the same issues with regard to vehicle access as described for No. 364

The preferred access location to Park Crescent is the existing crossover to this site, which is located at the eastern boundary.

This access location will increase traffic along Park Crescent. However, given this area is indicated as suitable for moderate redevelopment intensification for a height limit of 5 storeys, the associated traffic impact is expected to be low. We also expect traffic to be distributed to the east and west depending on direction of travel.

Vehicle access to Heidelberg Road for loading requirements may be maintained if cannot be facilitated to Park Crescent.

Location 2 - south-west corner of Heidelberg road and Station Street (property numbers 416 to 438)

Location 2 is shown in the figure below, indicated by the yellow line, with the indicative location of the ROW shown in green.



Figure 24: Aerial Photo – Location 2

Property No's 416 to 432 each have frontages to the ROW which extends in an L-shape from Heidelberg Road to the south-east corner of No. 416.

Each of these sites currently have vehicle access to the ROW, either by property access or by car parking within a setback arrangement.

Our recommendation is that vehicle access to the ROW continues, post redevelopment of each of these sites.

The ROW is currently provided at a width of 5.0m as it connects to Heidelberg Road. Under the ultimate arrangement of the ROW, it should be at least 6.1m wide to accommodate two-way movements.

The logical way to ensure that this occurs is to require sites No. 420 and No. 432 to set back their buildings equally to ensure that the necessary widening occurs and is equally distributed between the two sites. The necessary widening is detailed in the figure below.

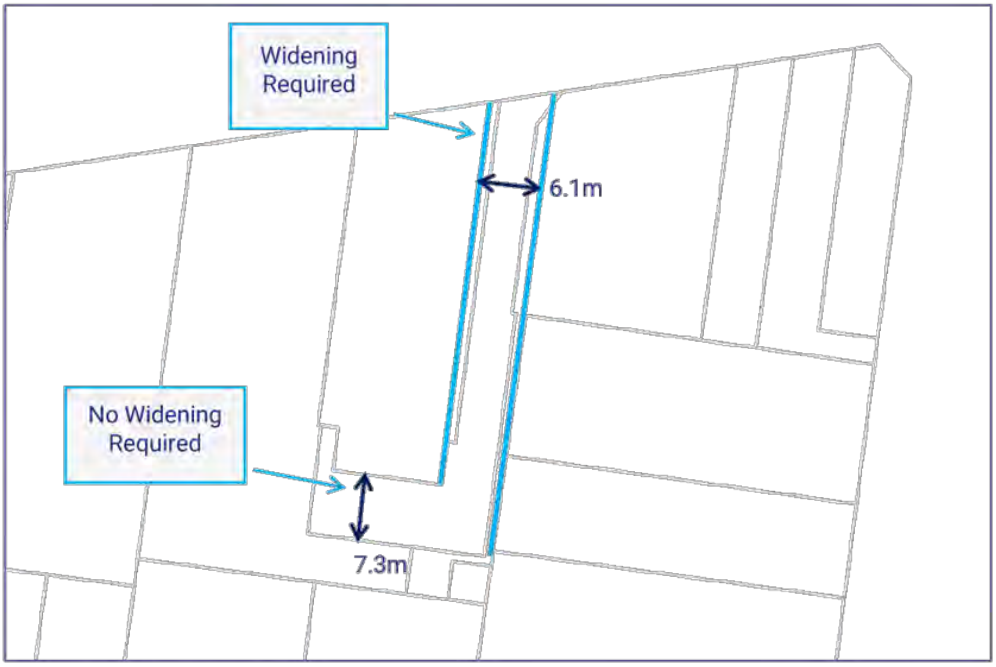


Figure 25: Require Lane Widening

We note that the current width of the lane is sufficient to provide for constrained two-way movements. Accordingly, we do not believe there will be an issue arising with regard to the order with which the site develop. For example, if No. 416 develops before the other two, the laneway will practically operate as allowing for two-way movements, such that the environmental capacity of the laneway will not be exceeded.

We understand that through discussions with Council that Property No 434-438 are likely to be developed as one consolidated site due to the ownership of the land. Accordingly, the access to the site should be provided to Station Street as far south as possible.

Location 3 - south-east corner of Heidelberg road and Station Street (property numbers 440 to 452)

Location 3 is shown in the figure below, indicated by the yellow line, with the indicative location of the carriageway easement shown in green.



Figure 26: Aerial Photo – Location 3

We understand that a carriageway easement is provided in favour of each of the properties detailed below. Under existing conditions each of these properties have vehicle access to the carriageway easement either via property access or by car parking within a setback arrangement.

We recommend that each of these properties, upon redevelopment, continue to rely on this carriageway easement for vehicle access.

Given the level of development that is identified within this precinct, we do not expect these sites to generate the level of traffic that would necessitate the need for widening the easement to accommodate two-way movements (i.e. over 30 movements per peak hour), particularly given the size of No's 448, 450 and 452.

However, if No. 440 did develop beyond the 5 storey height limit and generate significant traffic that would cause the easement to exceed its environmental capacity, this may necessitate the need to, at a minimum, create a passing opportunity along this property's

frontage. As the largest site, with access to the easement, No. 440 is the driver as to whether widening of the laneway were to be required.

It may not be possible to provide for a passing area at the entrance to the carriageway easement due to the presence of a significant street tree which may need to be preserved (others to advise on).

However, a passing bay along the frontage to No. 440 would suffice if this situation arose. It is highly unlikely that the development of No's 448, 450 and 452 would be the driving force behind widening the easement.

As discussed at Section 5.4, given their width, No's 448, 450 and 452 are ideally dimensioned for the provision of low or no parking to be provided. Accordingly, if this were the case, no traffic impacts would result.

Vehicle access to Heidelberg Road should be prohibited for each of the abovementioned sites.

Location 4 - block between Arthur Street and Austin Street (property numbers 468 to 484, currently occupied by Mercedes car dealership)

We note that the Design Strategy details vehicle access to No's 468 to 484 is to Arthur Street, but not to Austin Street.

From an accessibility perspective, vehicle access to Austin Street is a more preferable option. The Austin Street/Heidelberg Road intersection allows for all movements, as opposed to the Arthur Street/Heidelberg Road intersection, which is restricted to left-in/left-out movements.

Whilst either location would be acceptable for access to No's 468 to 484, from an access perspective Austin Street would be preferable.

Location 5 - block between Parkview Road and Park Avenue (property number 700-718)

We note that the Design Strategy does not detail an access location to No. 700-718. This site has three street frontages, including Heidelberg Road, Park Avenue and Parkview Road.

Heidelberg Road would not be acceptable from a vehicle access perspective, given.

The former Paper Mills site development site lies directly to the west of this land parcel, and has vehicle access to Parkview Road. The Paper Mills development site is significant and will accordingly generate significant traffic to the network

Accordingly, it would be preferential if vehicle access to No. 712 were to occur to Park Avenue, rather than Parkview Road in order to distribute traffic throughout the network rather than concentrate it to Parkview Road.

However, both local streets would be appropriate for vehicle access provided the necessary capacity analysis was completed for the Parkview Road.

We note that this site received a Planning Permit from VCAT (Aleks Nominees Pty Ltd v Yarra CC [2018] VCAT 1315) for an 8 storey mixed use building over 3 levels of basement parking. The building is to contain 2 retail tenancies, 105 dwellings and 153 car spaces, accessed via both Parkview Road and Park Avenue. This is a satisfactory arrangement and is likely to distribute the traffic appropriately.

Location 6 - south-east corner of Park Avenue and Heidelberg Road (property numbers 720-734)

Location 6 is shown in the figure below, indicated by the yellow line, with the ROW location shown in green.



Figure 27: Aerial Photo – Location 6

Properties 720 to 732 each have vehicle access to the laneway which extends to Park Avenue under exiting conditions. In addition to these properties, the carpark (accommodating approximately 23 car spaces) located on the south side of the laneway associated with the office on the north side also has vehicle access to the laneway.

We recommend that each of these properties, upon redevelopment, continue to rely on this laneway for vehicle access.

Assuming the continuing use of the carpark (or redevelopment of the carpark maintaining vehicle access to the ROW) and taking into account the development potential of the sites on the north side of the ROW, it is likely that the ROW will require a passing area to be provided at the entrance to the ROW.

This would increase the capacity such that vehicle access to each of the sites can be accommodated.

The passing area should be designed such that a vehicle can enter the ROW, prop clear of the footpath and allow another vehicle to pass. It should be a minimum of 6.1m wide to accord with AS2890.1-2004 for two-lane, two-way access.

As discussed at Section 5.4, given their width and challenges associated with providing adequate access to Heidelberg Road, No's 728, 730, 732 and 734 are suited for consideration for a zero-parking solution. Accordingly, if this were the case, no traffic impacts would result.

Vehicle access to Heidelberg Road should be prohibited for each of the abovementioned sites.

Location 7 - property numbers 754 and 756

Location 7 is shown in the figure below, indicated by the yellow line.



Figure 28: Aerial Photo – Location 7

As discussed at Section 5.4, given their width and challenges associated with providing adequate access to Heidelberg Road, a Road Zone Category 1, No's 754 and 756 are ideally suited for the provision of no parking to be provided. Accordingly, if this were the case, no traffic impacts would result.

These sites are particularly difficult to provide access to, as an accessway would need to be at least 6.1m wide (assuming that over 10 car spaces are provided, being the threshold for a two-way accessway to a Road Zone).

Accordingly, the majority of their 12-14m frontages would be occupied by vehicle accessways, within close very close proximity, which would compromise the pedestrian experience/safety and other non-traffic engineering related considerations.

There is added complexity associated with No. 756 as it also identified as 'Sensitive redevelopment of existing & potential heritage buildings', as well as being restricted by an existing heritage overlay.

The option of providing a development with zero parking may be preferential to providing vehicle access to Heidelberg Road.

We also note that this site is located within 400m of Alphington Railway Station and is one of the most well located with respect to public transport in the study area.

7. Alternative Transport

7.1. Bicycle Infrastructure

As set out within Section 4.5.1, the current bicycle conditions throughout the study area vary at different points along Heidelberg Road and is discontinuous. Accordingly, this results in a confusing and potentially dangerous environment for cyclists, which discourages use of bicycles along Heidelberg Road.

The bike lanes through the corridor commonly share the kerb space with parked vehicles outside of Clearway times. Accordingly, outside of Clearway times, the bicycle lanes are not able to be used.

We note that during clearway times in some locations, the bicycle lanes are narrow, resulting in cyclists travelling quite close to adjacent traffic lanes.

The treatments at signalised intersections is inconsistent throughout the study area. This ranges between a high level at the Heidelberg Road/Chandler Highway intersection which includes kerbside bicycle lanes on the arrival and departure lanes, head-start areas and hook turn storage boxes, compared with a very poor level of infrastructure at a number of intersections.

In each of the precincts all redevelopment should provide for bicycle parking with provisions at least in line with Clause 52.34 of the Planning Scheme. If dwellings without car parking are provided, additional bicycle parking should be provided to ensure no dwelling is at a transport disadvantage.

The design of the bicycle parking facilities should be provided in accordance with the requirements of AS2890.3-2015, including the provision of 20% of spaces designed as a floor mounted space.

Any development within the study area should ensure that bicycles are logically placed with respect to the bicycle paths and bicycle lanes to ensure easy access to designated bicycle routes.

7.1.1. Precinct 1

The sites located within Precinct 1 are particularly well located with respect to bicycle infrastructure, with bicycle lanes located adjacent the site on Heidelberg Road (both directions) and off-road shared paths located to the south of the site throughout the parklands.

There are also good cycling connections from the site to Dennis Railway Station via Jeffrey Street and Victoria Street.

The design strategy for Precinct 1 demonstrates that the bicycle lanes will be maintained along Heidelberg Road.

Whilst the existing infrastructure is suitable, some improvements can be made in some areas. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to considering the following, which is currently lacking:

- head-start areas for bicycles at the Heidelberg Road/Yarra Bend Road and Heidelberg Road/Jeffrey Street intersections, and
- additional bicycle parking for Dennis Railway Station to encourage bicycle access to the railway station.

7.1.2. Precinct 2

The bicycle lanes which extend along Heidelberg Road within Precinct 2 do not continue through the intersection with Station Street creating an unsafe arrangement. This is a deterrent for bicycle travel along this stretch of Heidelberg Road.

Bicycle lanes are provided along Westgarth Street and Station Street, providing for convenient bicycle access to Dennis Railway Station (via Westgarth Street and Victoria Street) and Fairfield Railway Station via (Station Street).

The existing bicycle infrastructure is lacking in this area. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to the following:

- bicycle consideration at the Station Street/Heidelberg Road intersection to redesign the intersection to incorporate high quality bicycle infrastructure to encourage bicycle usage and increase safety at the intersection for cyclists, and
- additional bicycle parking for Fairfield Railway Station to encourage bicycle access to the railway station.

7.1.3. Precinct 3a

The recent upgrade to the intersection of the Heidelberg Road/Chandler Highway intersection has included significant provisions for bicycles including kerbside bicycle lanes on the arrival and departure lanes, head-start areas and hook turn storage boxes. Accordingly, the bicycle infrastructure in this precinct is good.

7.1.4. Precinct 3b

Bicycle lanes extend along Heidelberg Road within the western portion of Precinct 3b, but do not continue east of Miller Street and through the intersection with Yarralea Street and then do not continue to the east of this intersection. The non-provision of bicycle lanes in this area and restriction of bicycle lanes outside of clearway times by parked cars acts as a deterrent for bicycle travel along this stretch of Heidelberg Road.

Similarly, bicycle lanes are not present on Yarralea Street to assist access to Alphington Railway Station.

The existing bicycle infrastructure is lacking in this precinct. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to considering the following, which is currently lacking:

- investigate the provision of bicycle lanes if the Public Acquisition Overlay is acted upon by the Department of Transport,
- bicycle consideration at the Yarralea Street/Heidelberg Road intersection to redesign the intersection to incorporate high quality bicycle infrastructure to encourage bicycle usage and increase safety at the intersection for cyclists, and
- additional bicycle parking for Alphington Railway Station to encourage bicycle access to the railway station.

7.1.5. Summary

Overall the bicycle infrastructure within the study area is lacking in most areas and should be improved. We recommend liaising with the relevant authorities, i.e. Department of Transport (PTV and VicRoads) and Darebin City Council in relation to considering the following, which is currently lacking:

- bicycle consideration at signalised intersections within the study area, intersection to redesign intersections to incorporate high quality bicycle infrastructure to encourage bicycle usage and increase safety at the intersection for cyclists. This could include continuous bicycle lanes through the intersection or head start areas for bicycles,
- additional bicycle parking at Dennis, Fairfield and Alphington Railway Stations to encourage bicycle access to the railway station, and
- creating a be a continuous safe bike lane which is not interrupted at intersections or by parked vehicles.

7.2. Public Transport

7.2.1. Fixed Rail

The study area has access to three railway stations within close proximity, including Dennis, Fairfield and Alphington Railway Stations. These railway stations are located on the Hurstbridge line and offer a high level of service to and from the City with services operating every 5-10 minutes during peak periods and every 20 minutes during off-peak times.

We do note however, that there appears to be a lack of bicycle parking at these railway stations which could create a detraction for potential users of the train services, given the lack of car parking at the stations.

As stated on Metro Train's website:

> *Parkiteer bike cages provide a convenient, undercover and secure place to park your bike, allowing fast access to the station to continue your journey by public transport.*

Accordingly, providing a secure undercover space to park a bicycle would potentially attract additional users of fixed rail for the existing population, as well as any new residents to the area.

7.2.2. Bus Services

A detailed summary of the bus routes available within close proximity to the study area is provided at Section 4.4. The majority of the bus services provided within the study area do not provide a high level of service, with services ranging from every 20 minutes to every 60 minutes during the peak periods. Some services do not operate on the weekend, including along Heidelberg Road. i.e. on the weekend no bus services operate along Heidelberg Road.

Furthermore, there is a lack of bus shelters provided along Heidelberg Road which could be a detractor for potential users of the services.

We recommend liaising with PTV to increase the frequency of services for the existing bus routes within the area and potentially for services to operate during the weekend. Particularly Bus Route 546, which could create a convenient connection through the study area, enabling access to the retail and community services which will be offered as part of the redevelopment of the former Paper Mills site.

We also recommend liaising with the Department of Transport in relation to incorporating considerations for buses within any widening of Heidelberg Road, as well as additional bus shelters at regular intervals along Heidelberg Road.

7.2.3. Walking

The study area is somewhat walkable where only some services and destinations are within a convenient walking distance. We note that the main pedestrian path connecting the study area to local services in close proximity is via Heidelberg Road.

We also note that access to the nearest railway stations within the study area is not ideal, with Precinct 3a located at least 850m walking distance to the nearest railway station. Given its greater distance, this could discourage potential users of the train services.

Accordingly, providing a possible pedestrian link to Fairfield Station along the disused Outer Circle train line can improve pedestrian connectivity to Precinct 2 and 3a (both of which are located outside the PPTN area). This could potentially attract additional users of the train services and Fairfield Village shopping precinct for the existing population, as well as any new residents to the area. This is consistent with the recommendation put forward in the Alphington Paper Mill Development Plan.

8. Interim Design and Development Overlay – Working Draft

The following table sets out our discussion and recommendations for the transport engineering aspects of the interim Design and Development Overlay. This Extract is provided at Appendix G.

Table 10: Review of Design and Development Overlay

Current Text from Working Draft	Comments	Potential Re-Wording
Access, parking and loading areas requirements Car parking should be located within a basement or concealed from the main and side streets.	Agree	-
Providing recessed parking spaces at the ground floor of buildings and onsite parking spaces at the front of properties should be avoided, except for development east of Yarralea Street, Alphington.	There will be some instances where car parking may be recessed on the ground level from laneways or carriageway easements. We assume that the reasoning behind providing no parking within the front setbacks of buildings east of Yarralea Street is due to the PAO, which if enforced, would need to be removed. Accordingly, any car parking which is provided within the front setbacks in these areas should be of little consequence to the overall viability of the developments, and should include car spaces such as visitors or customers. Rather than resident or staff parking.	Providing recessed parking spaces at the ground floor of buildings and onsite parking spaces at the front of properties should be avoided, except for development which includes vehicle access to laneways and for development east of Yarralea Street, Alphington.
Pedestrian access to buildings should be achieved via Heidelberg Road or side streets and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other. Primary access from laneways should be avoided.	Agree.	-

Current Text from Working Draft	Comments	Potential Re-Wording
The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.	Agree.	-
Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.	Agree.	-
Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.	Agree.	-
Development must not provide new vehicular access from Heidelberg Road.	As detailed extensively at Section 6.3, there will be instances when vehicle access to Heidelberg Road is the only viable option for vehicle access. The word 'must' does not allow for any variation to allow for access to Heidelberg Road in the aforementioned situations.	Development must not provide new vehicular access from Heidelberg Road, unless there is no reasonable alternative. In the event that access is taken to Heidelberg Road, only one crossover to a development site will be permitted to Heidelberg Road.
Development with redundant vehicle access points to Heidelberg Road should reinstate the kerb, linemarked parking bays, and relocate any parking signs.	Agree.	-

Traffic and Vehicle Access Assessment

Heidelberg Road, Fairfield/Alphington

Current Text from Working Draft	Comments	Potential Re-Wording
Application Requirements The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority: A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.	We agree with these requirements for an application. We also recommend that the cumulative impact should extend to any other developments which may not be located within the precinct, but would still impact upon the proposed development. As well as the functionality of laneway/s, the assessment should also assess the impact to any relevant intersections with Heidelberg Road.	A Traffic and Parking Assessment Report undertaken by a suitable qualified traffic engineer which includes an assessment of the cumulative impacts of traffic and parking in the nearby area including an assessment of the ongoing functionality of laneway/s, any relevant intersection and local roads where applicable.
Decision Guidelines The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority: The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneway's.	See above.	The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneways, any relevant intersection and local roads.

9. Conclusions and Recommendations

Traffix Group has been engaged by Yarra City Council to undertake the following:

- a high level assessment of the future traffic conditions and performance of Heidelberg Road and local street network with the planned future development,
- access and movement plans for the study area showing the location and form of new, altered and retained access arrangements and laneways required to provide appropriate access to future developments,
- advice on the content of the future Design and Development Overlay to facilitate appropriate access and movement through new development, and
- undertake a review of the existing public transport, bicycle and pedestrian considerations and infrastructure within the study area.

The assessment of future traffic conditions is in the form of a case study regarding the changes to transport patterns over the last 10 years along Victoria Street, where significant development has been undertaken. This review found that there has been a significant mode shift in the area, resulting in reduction in traffic on the arterial road network. This is due to a combination of factors including changes in land use patterns, the changing demographics of Richmond and additional residents working and living locally.

The Heidelberg Road corridor is placed to encourage each of these outcomes. Heidelberg Road is readily accessible by public transport and alternative transport modes and can readily encourage local living through a greater diversity of land uses. As such, we are satisfied that the traffic impacts of new development on Heidelberg Road can be managed, with a large proportion of the new trips generated, being taken up by travel modes other than private car.

Access and Movement Plans have been prepared for all properties abutting Heidelberg Road to map out how vehicle access to new developments can be managed to reduce the impact of vehicle access directly to Heidelberg Road. Suitably designed and controlled vehicle access is a key component in achieving the objectives of maximising the efficiency of Heidelberg Road for vehicles, cyclists and providing a high quality pedestrian environment.

Additional studies may be required for some locations to determine whether laneway widening is required as a result of some development. Additional studies may also be required to determine any detrimental impacts on signalised intersections within the precincts.

Recommendations have been made in relation to liaising with other stakeholders in relation to upgrading bicycle infrastructure throughout the precincts, improving the connectivity to nearby railway stations and improving the level of service for buses within the area.

This report also undertakes a review of the transport related aspects of the interim Design and Development Overlay and outlines any alterations required in this regard.

Appendix A

Road Network

Traffix Group G27460R-01B

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

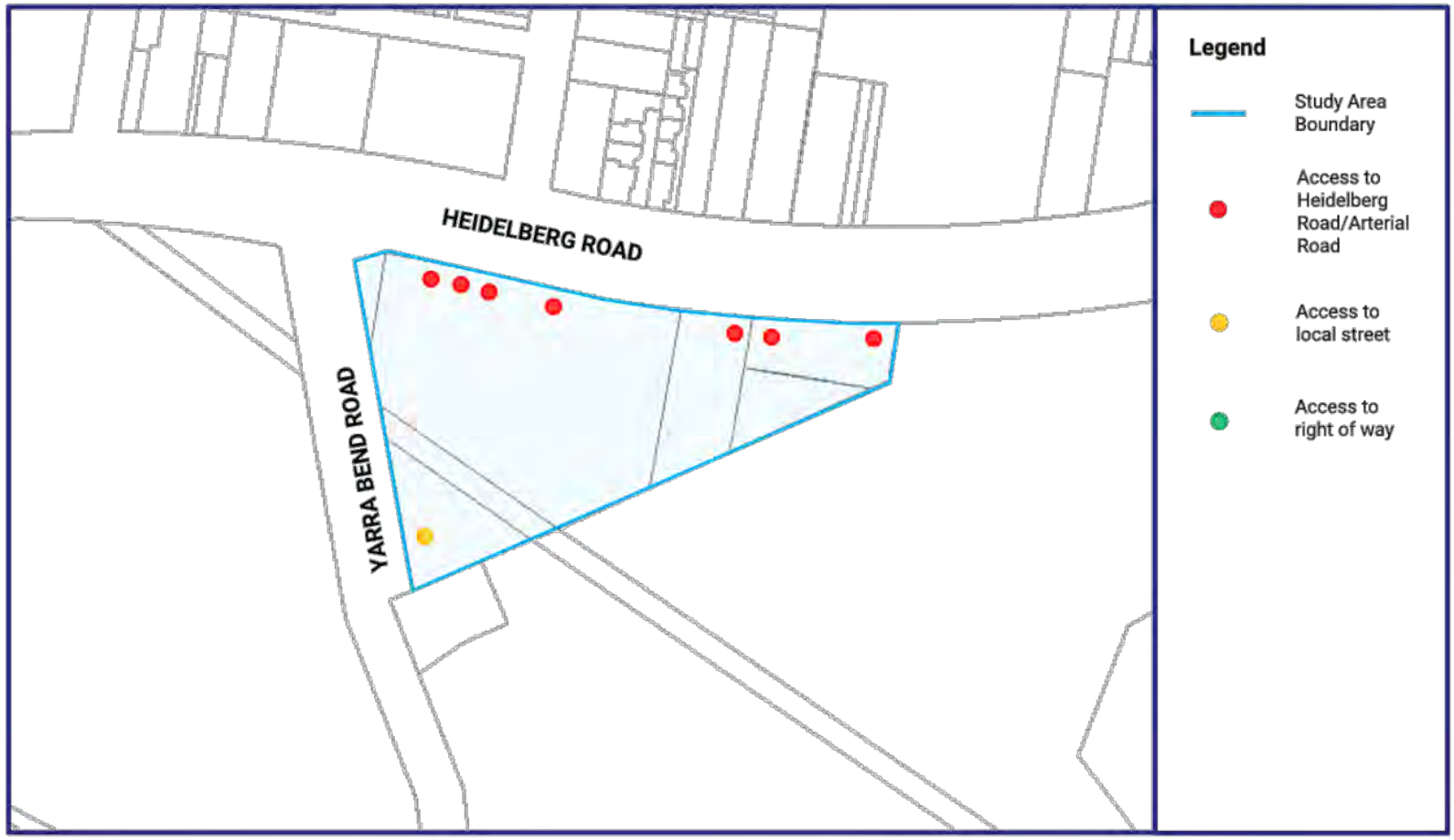


Figure E1: Precinct 1

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

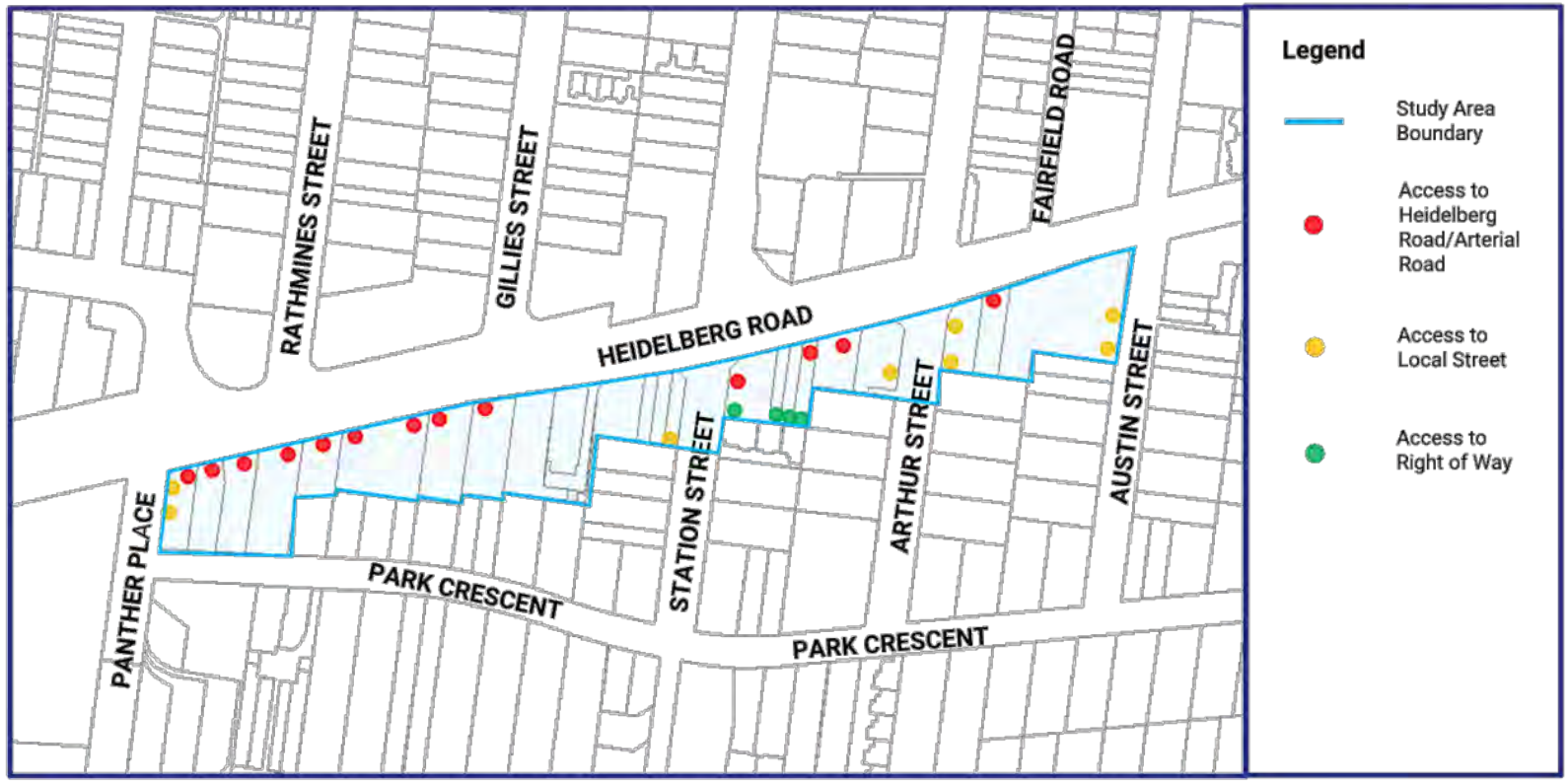


Figure E2: Precinct 2

Appendix E - Existing Access Conditions

Traffix Group

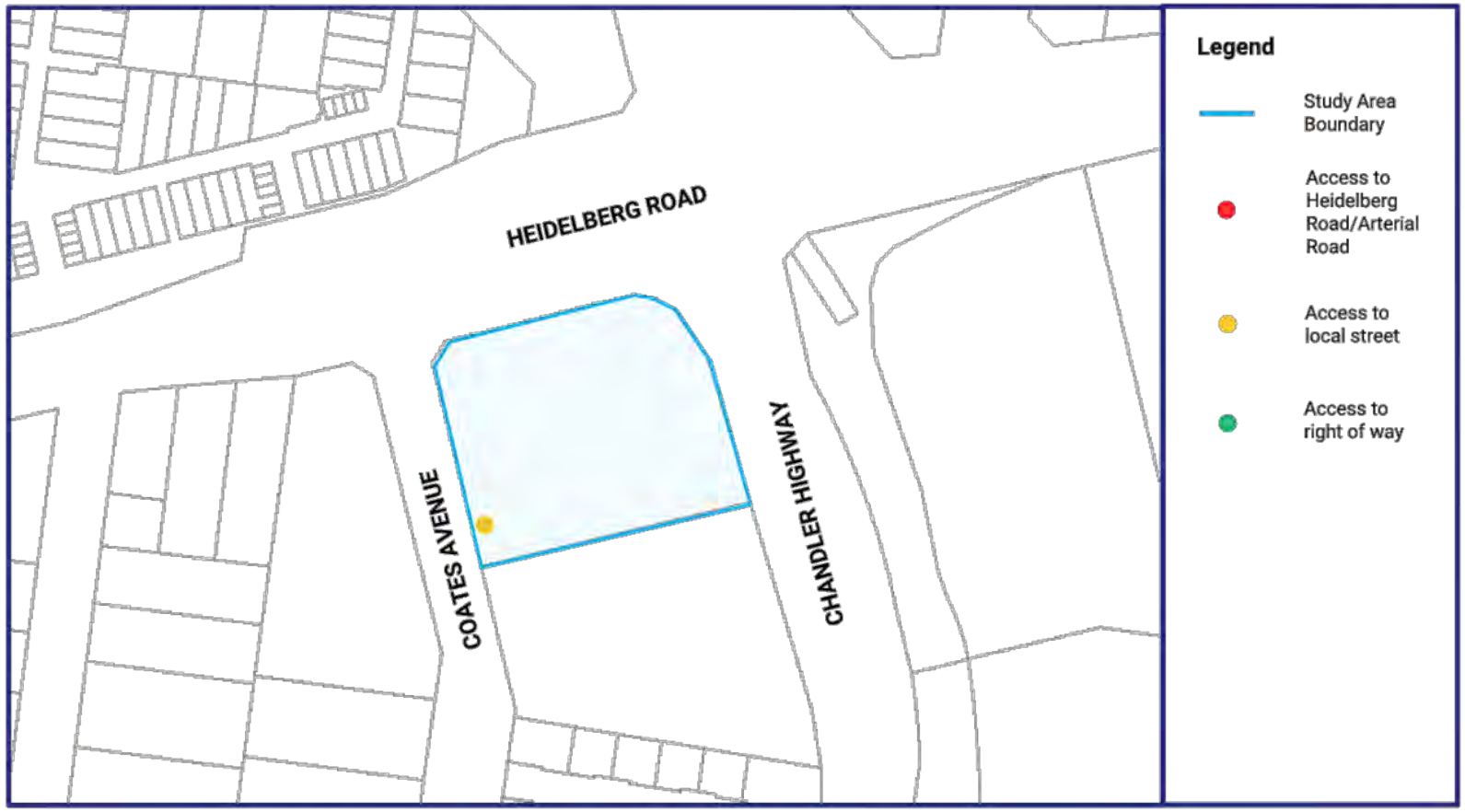


Figure E3: Precinct 3a

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

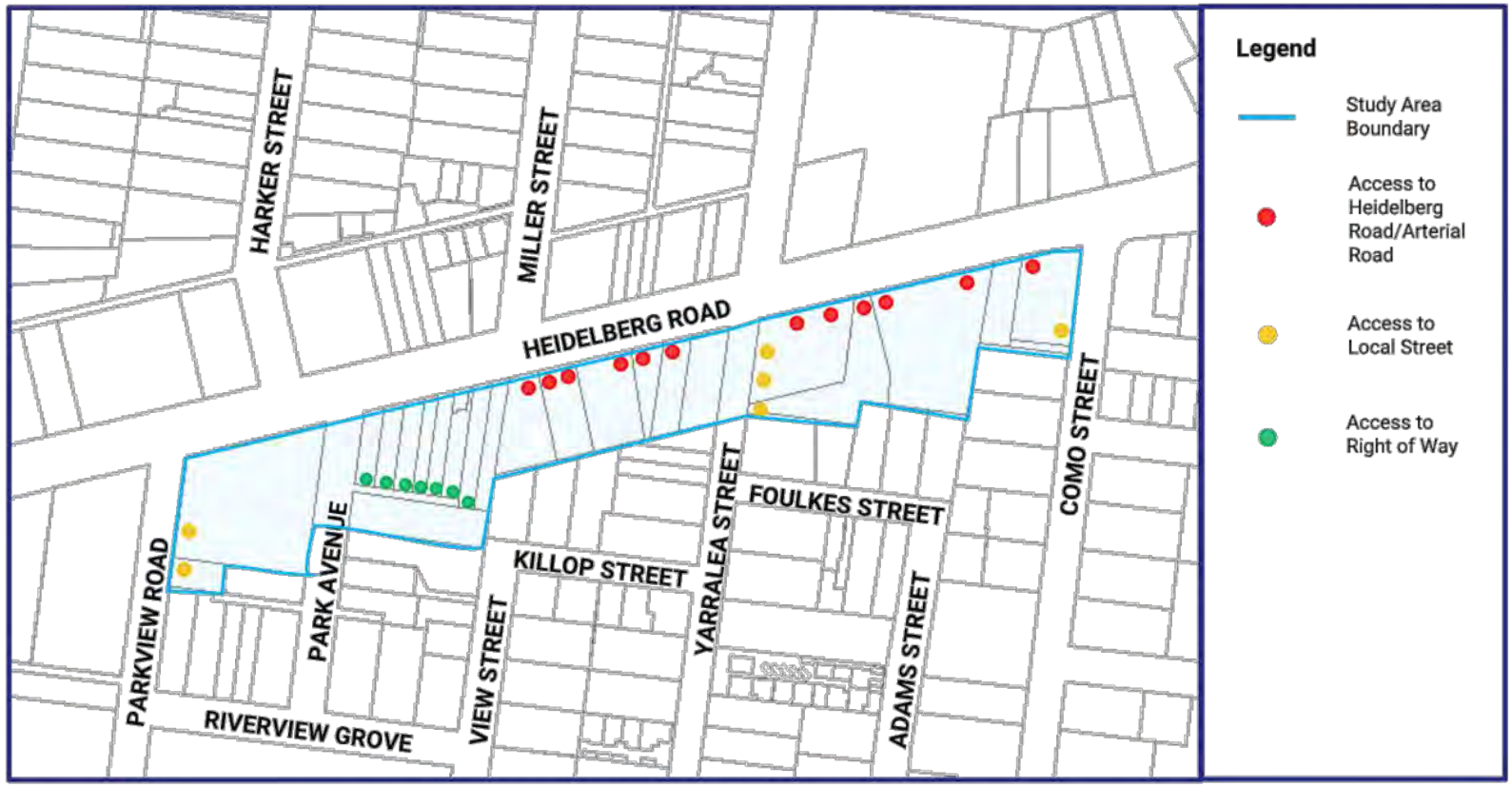


Figure E4: Precinct 3b

Appendix B

Existing Car Parking Restrictions

Traffix Group G27460R-01B

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix B - Existing Parking Conditions

Traffix Group

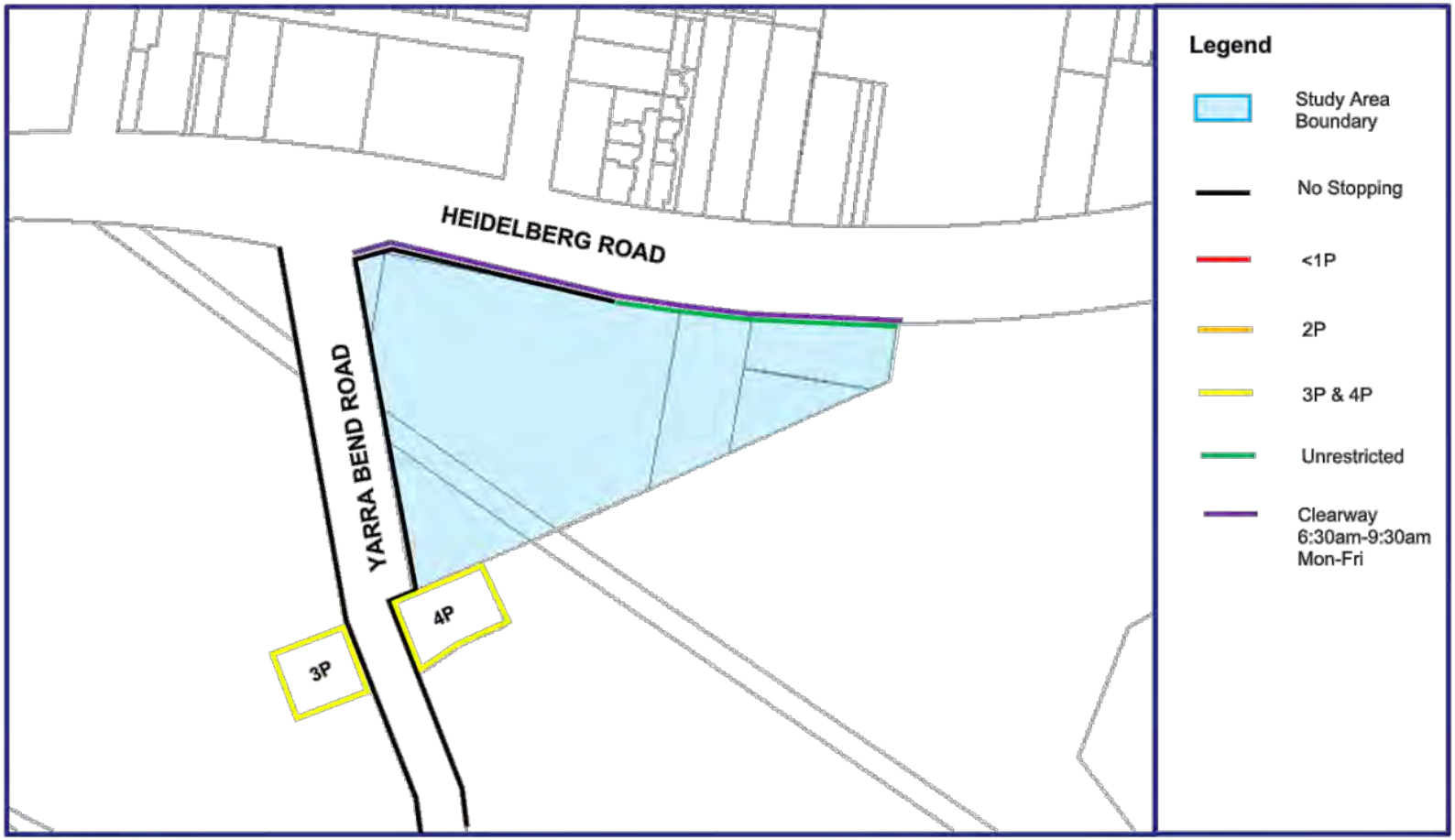


Figure B1: Precinct 1

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix B - Existing Parking Conditions

Traffix Group

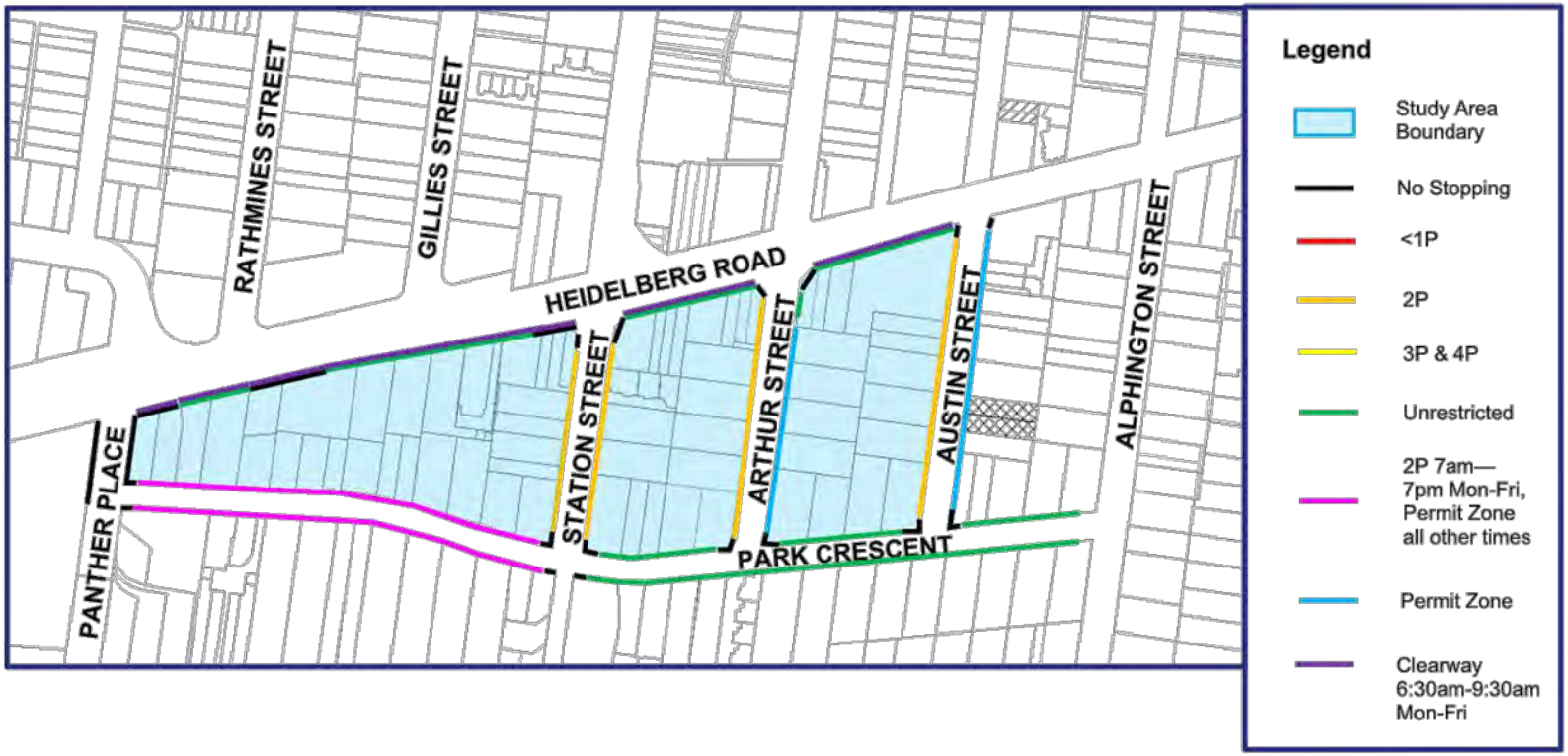


Figure B2: Precinct 2

Appendix B - Existing Parking Conditions

Traffix Group

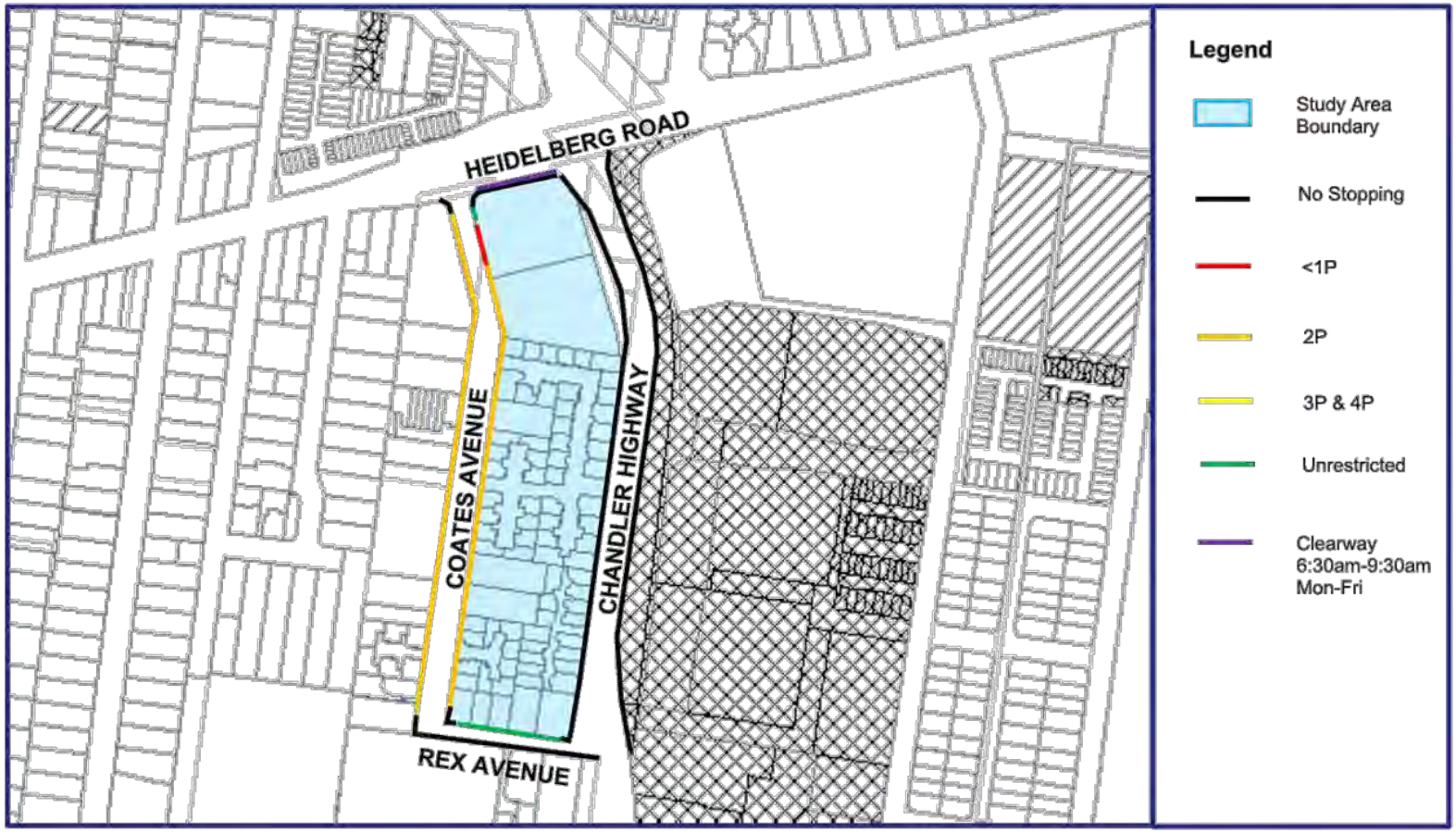


Figure B3: Precinct 3A

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix B - Existing Parking Conditions

Traffix Group

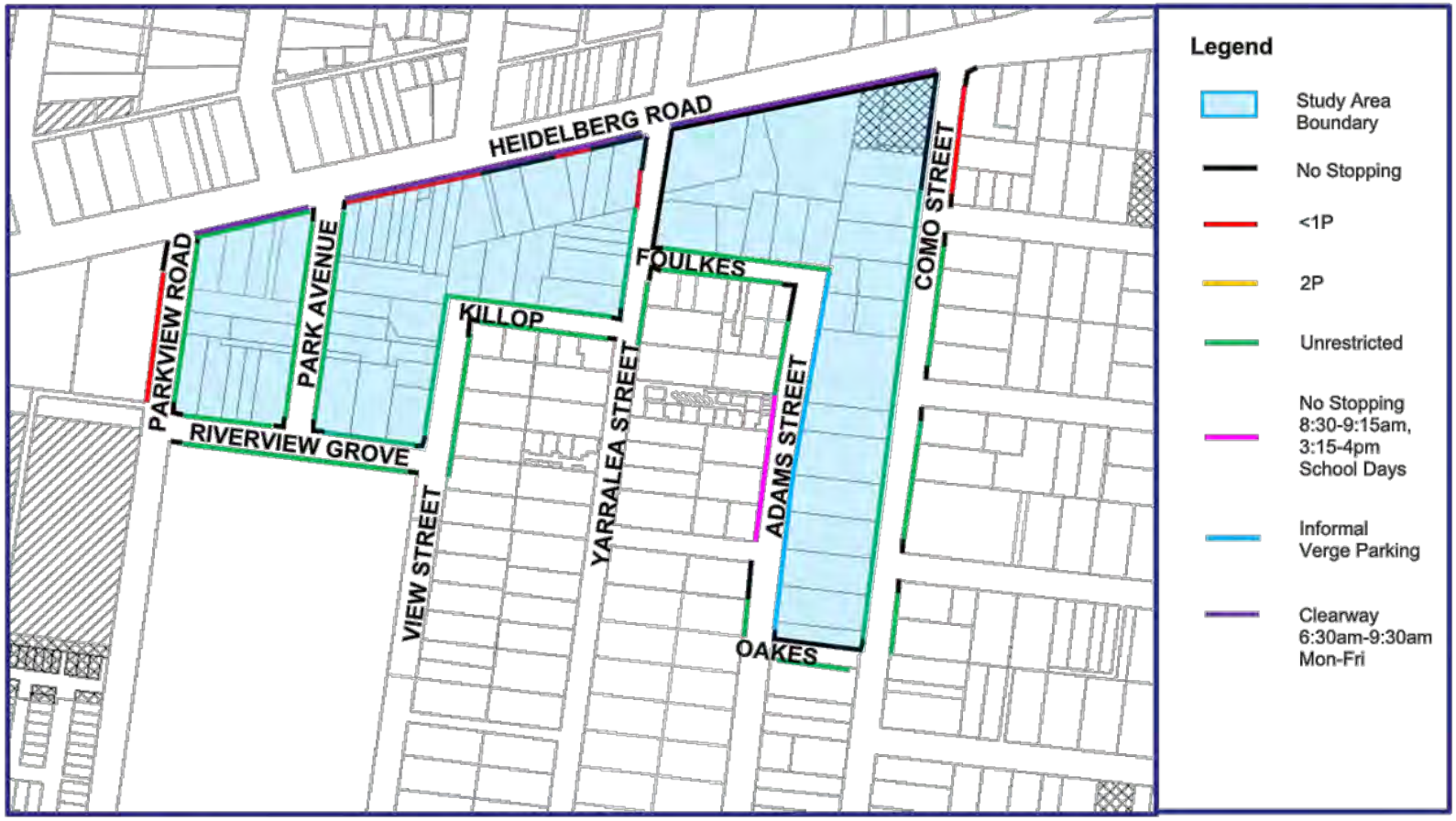


Figure B4: Precinct 3B

Appendix C

Existing Traffic Management

Traffix Group G27460R-01B

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C1: Precinct Area 1

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C2: Precinct 2

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C3: Precinct 3A

Appendix C - Existing Traffic Management Conditions

Traffix Group



Figure C4: Precinct 3B

Appendix D

Victoria Street Case Study

Traffix Group

G27460R-01B

Victoria Street Description

Victoria Street is similar to Heidelberg Road in many respects, including:

- It is a parallel east-west transport route between Melbourne's inner eastern suburbs and the CBD.
- It has a large number of intersections with minor local roads.
- Land use is a mixture of residential, commercial and industrial land uses.

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

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

Increase in Activity along Victoria Street

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

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

Table D1 sets out the change in dwelling numbers along Victoria Street and Table D2 sets out the change in commercial floor space along Victoria Street.

Table D1: Change in Dwelling Numbers along Victoria Street – 2007-2016

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

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

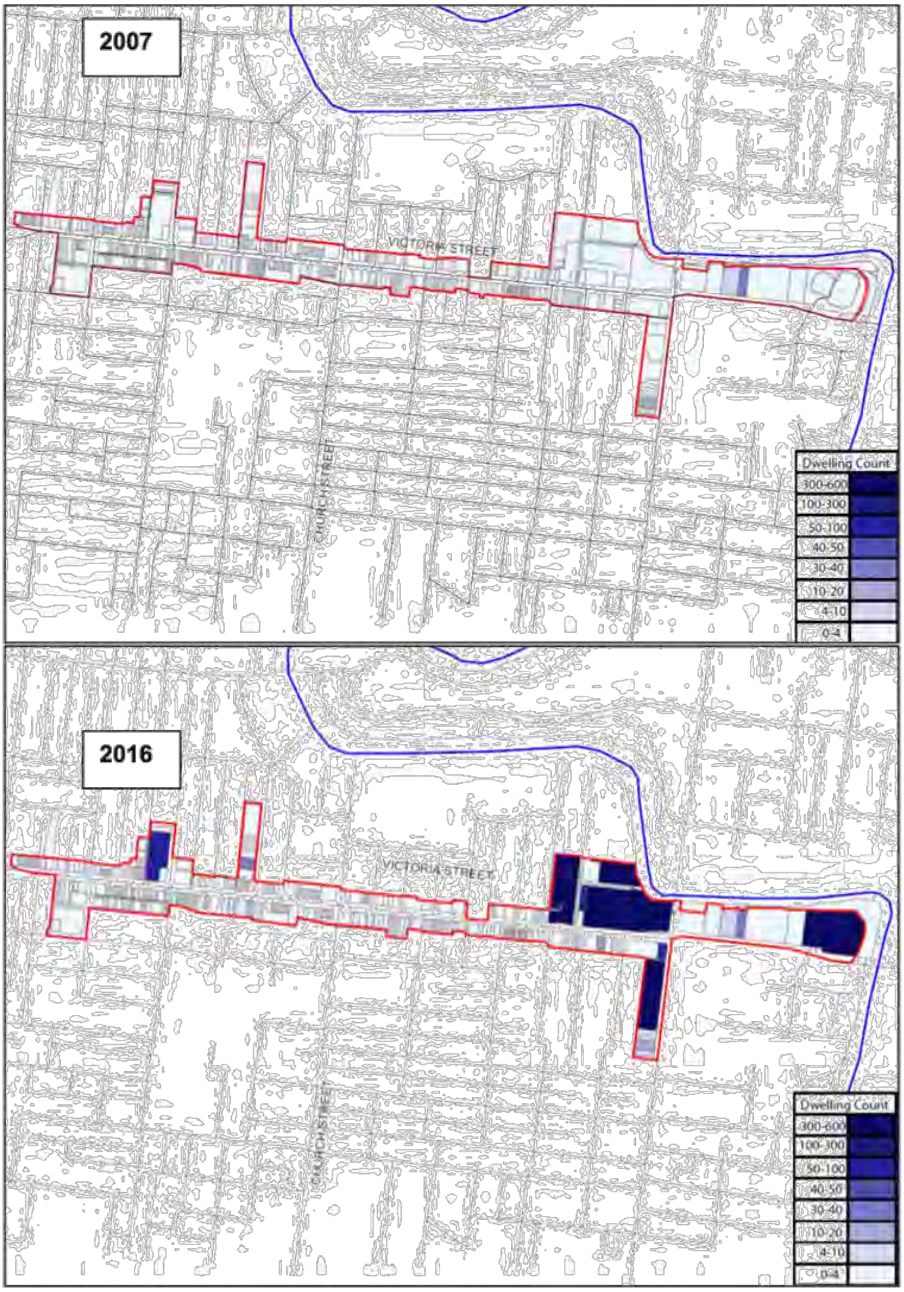


Figure D1: Change in dwelling density – 2007-2016

Table D2: Change in Commercial Floor Space along Victoria Street – 2007-2013

Year	Commercial Floor Space	Yearly Change	Net Change Since 2007
Pre-2007	46,737m²		
2009	45,006m²	-1,731m²	**-1,731m²**
2010	46,609m²	1,603m²	**-128m²**
2013	42,814m²	-3,795m²	**-3,923m²**

Review of Arterial Road Traffic Volumes

The following presents a review of arterial road traffic volumes over the last 10 years of available data for the three key parallel traffic routes through Richmond, Swan Street, Victoria Street and Bridge Road. This is set out in detail in Table D3.

Table D3: Arterial Road Traffic Volumes (Source: VicRoads Arterial Road Database - Feb 2017)

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

Road Name	Two-Way Annual Average Daily Traffic Volume[1] by Year					
	2006	2013	2014	2015	2016	Change 2006-2016
Bridge Road						
Btw Hoddle/Lennox	20,000	18,400	18,300	18,300	17,900	-2,100
Btw Lennox/Church	19,500	18,700	18,500	18,400	18,200	-1,300
Btw Church/Coppin	22,000	20,800	19,500	19,500	18,600	-3,400
Btw Coppin/Burnley	23,000	20,700	20,600	20,600	20,600	-2,400
Btw Burnley/Yarra	27,000	24,000	24,000	23,000	23,000	-4,000
Note: Annual Average Daily Traffic Volume is the sum of all traffic over the year divided by 365						

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

Furthermore, this decrease in traffic volumes is also reflected at key intersections during the commuter peak hours. Table D4 provides a comparison between current and historical data for two key intersections along Victoria Street and illustrates a drop in traffic volumes at these locations during peak hours. The Burnley Street/Victoria Street and Flockhart Street/Victoria Street intersections are the closest signalised intersections to where the highest level of development has occurred.

Table D4: Review of Peak Hour Traffic on Victoria Street

Intersection & Year of Survey	Two-Way Peak Hour Traffic Volume on Victoria Street	
	AM Peak	PM Peak
Flockhart Street (west of)		
2006[1]	2,203	2,267
2015[2]	1,827	1,957
Change	-376 (-21%)	-310 (-16%)
Burnley Street (east of)		
2012[3]	1,933	1,831
2016[4]	1,709	1,649
Change	-224 (-13%)	-182 (-11%)

Notes:

1. Data collected by Grogan Richards dated 11th July, 2006.
2. Data sourced from VicRoads by Cardno, dated 11-15th May, 2015.
3. Data sourced from VicRoads by Traffix Group, dated 7th June, 2012.
4. Data collected by Ratio Consultants dated 14th April, 2016.

Review of Travel to Work Behaviour

The follow tables review the journey to work data sourced from the Australian Bureau of Statistics for the period from 2001 to 2016.

Table D5 presents data for journey to work based on place of residence within the City of Yarra.

Table D6 presents data for journey to work for people working within the Richmond Statistical Local Area (workers do not necessarily need to reside within Richmond).

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

For people working within Richmond, the decrease in mode share of cars is higher. The change has resulted in a significant increase in public transport use (a relative 60% increase) and to a lesser extent walking and cycling. This is reflective of residents outside of Richmond travelling further and accordingly cycling and walking in particular are not a suitable mode for these longer trips.

Table D5: Journey to Work Data - Place of Residence within City of Yarra

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

Table D6: Journey to Work Data - Place of Work within Richmond SLA

Mode of Travel	Year				Change 2001-2016
	2001	2006	2011	2016	
Car as Driver	73%	67%	61%	41%	-32%
Car as Passenger	5%	4%	4%	2%	-3%
P/Trans	15%	19%	24%	34%	+19%
Motorcycle	0%	1%	1%	1%	+1%
Bicycle	1%	2%	3%	6%	+4%
Walked	5%	6%	6%	14%	+9%
Other	1%	1%	1%	2%	-
Total	100%	100%	100%		

Change in Public Transport Services

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

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

The changes in July, 2014 doubled the number of services between Victoria Street, Richmond and the CBD. While Tram Route 24 was removed at the same time, this service only operated during the AM and PM peak periods (approximately 7-9am and 4:30-6:30pm).

On Church Street, the peak hour only service Route 79 was terminated with Route 78 being extended to operate more than 18 hours per day.

Bus Route 684 used to operate along Victoria Street, however this service did not stop along Victoria Street (service between the CBD and Eildon via Healesville).

The key public transport service on Victoria Street is the tram services along Victoria Street and these have significantly improved in frequency over the last 10 years.

Increase in Bicycle Use

As set out above, the mode share of bicycles for journey to work purposes has increased from 5% to 10% by residents of Yarra and increased from 1% to 6% for employees within Richmond.

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

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

Rise of Car Share

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

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

The study found that car ownership is reduced by:

- People replacing a private car with a car share membership as it is more cost-effective if you travel low kilometres (less than 15,000km per annum) and use alternative modes for many trips, and
- People who do not own a car, postpone or avoid purchasing a car by using a car share service.

In 2006, car share was in its infancy. The two leading car share company's today in Melbourne are Fleixcar (founded in 2004) and GoGet (arrived in Melbourne in 2004).

There are now multiple car share pods operated by three companies within close proximity of Victoria Street. The availability of these car share pods supports residents who do not own a car and businesses by providing a share car for work-based business trips (which allows employees not to drive to work).



Appendix E

Existing Vehicle Access Points

Traffix Group G27460R-01B

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

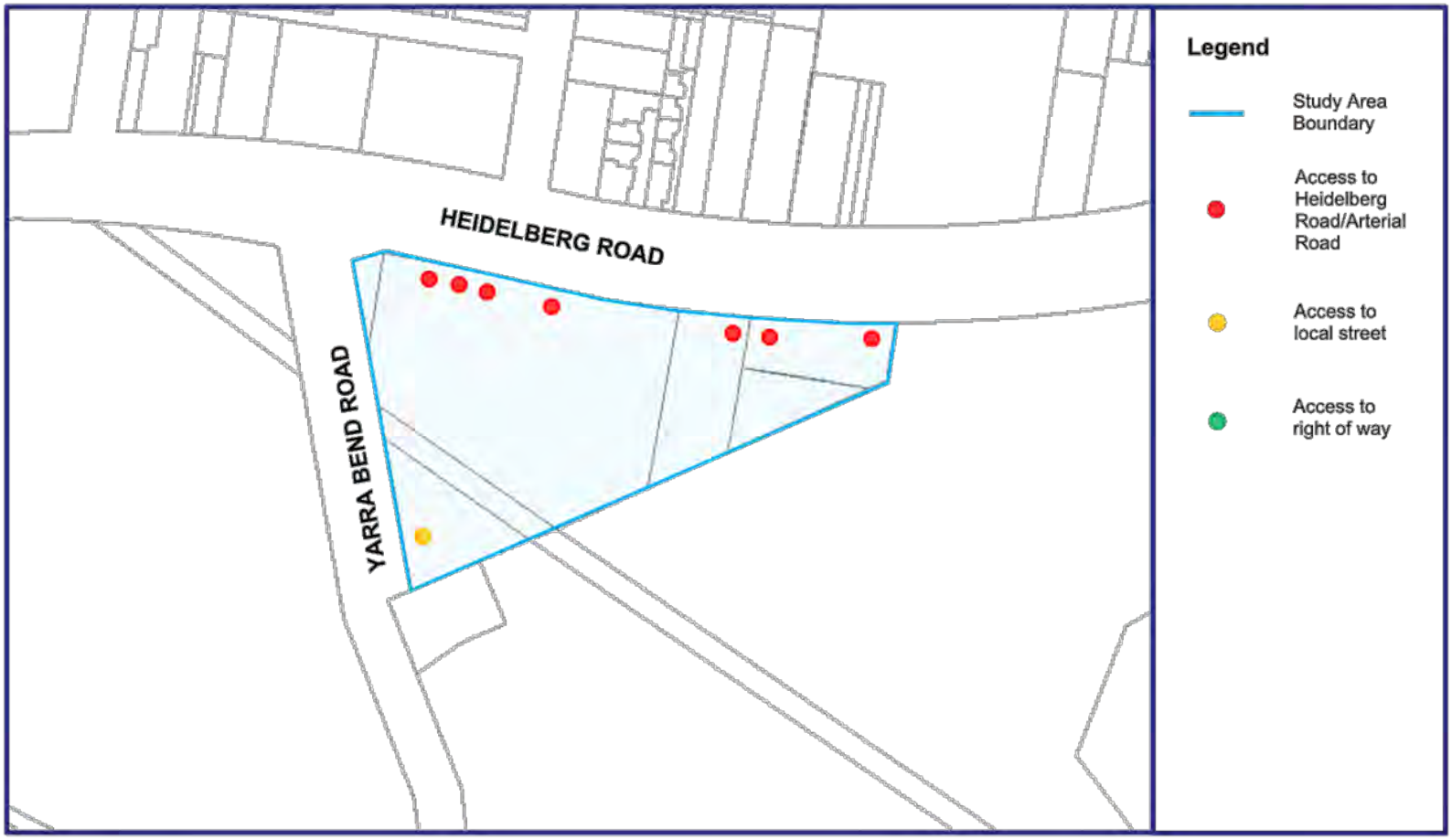


Figure E1: Precinct 1

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

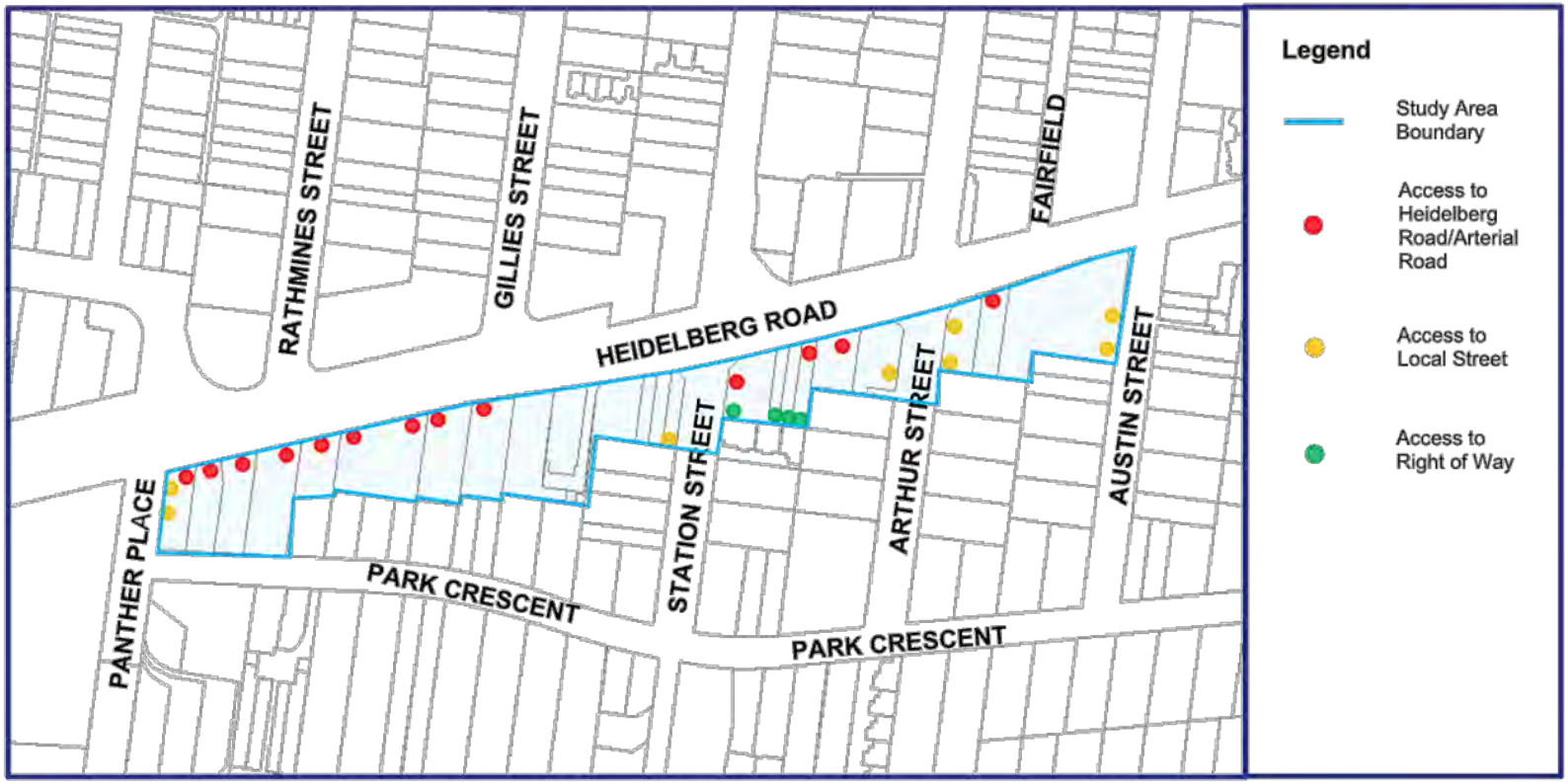


Figure E2: Precinct 2

Appendix E - Existing Access Conditions

Traffix Group



Figure E3: Precinct 3a

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix E - Existing Access Conditions

Traffix Group

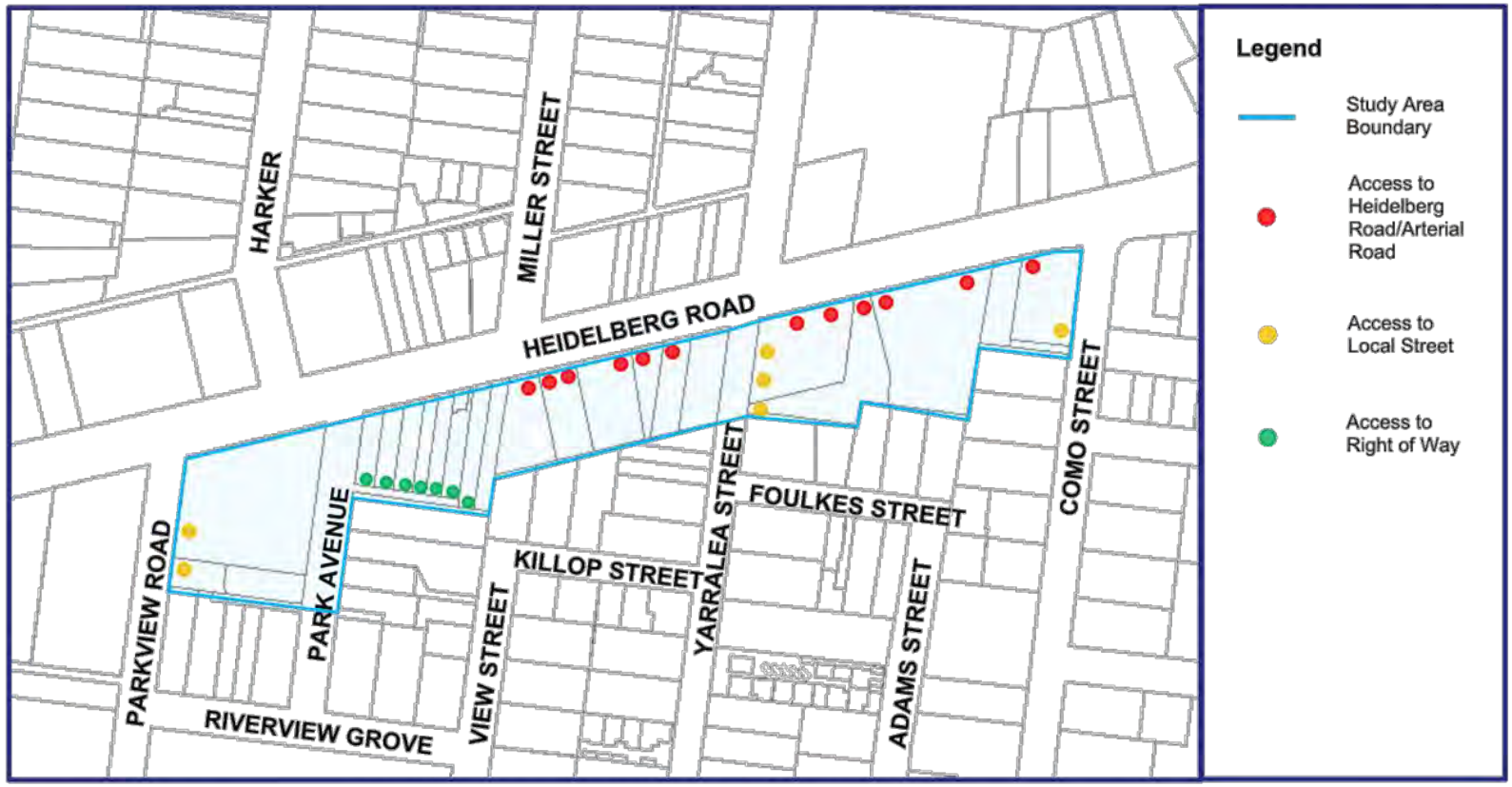


Figure E4: Precinct 3b

Appendix F

Access and Movement Plans

Traffix Group

G27460R-01B

Appendix F - Access Maps

Traffix Group

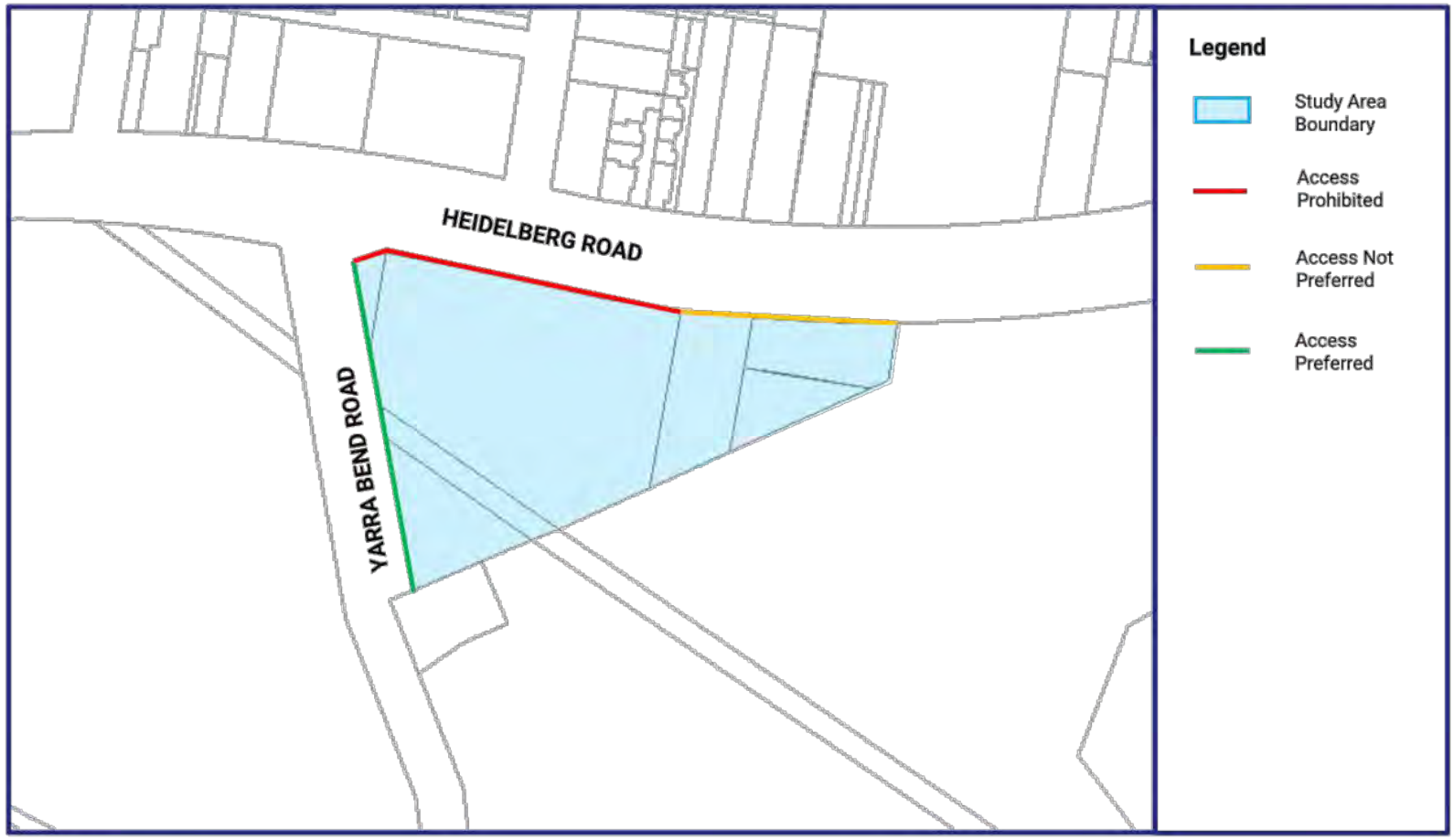


Figure F1: Precinct Area 1

Attachment 7 - Attachment 7 - Heidelberg Road Transport Engineering Advice

Appendix F - Access Maps

Traffix Group

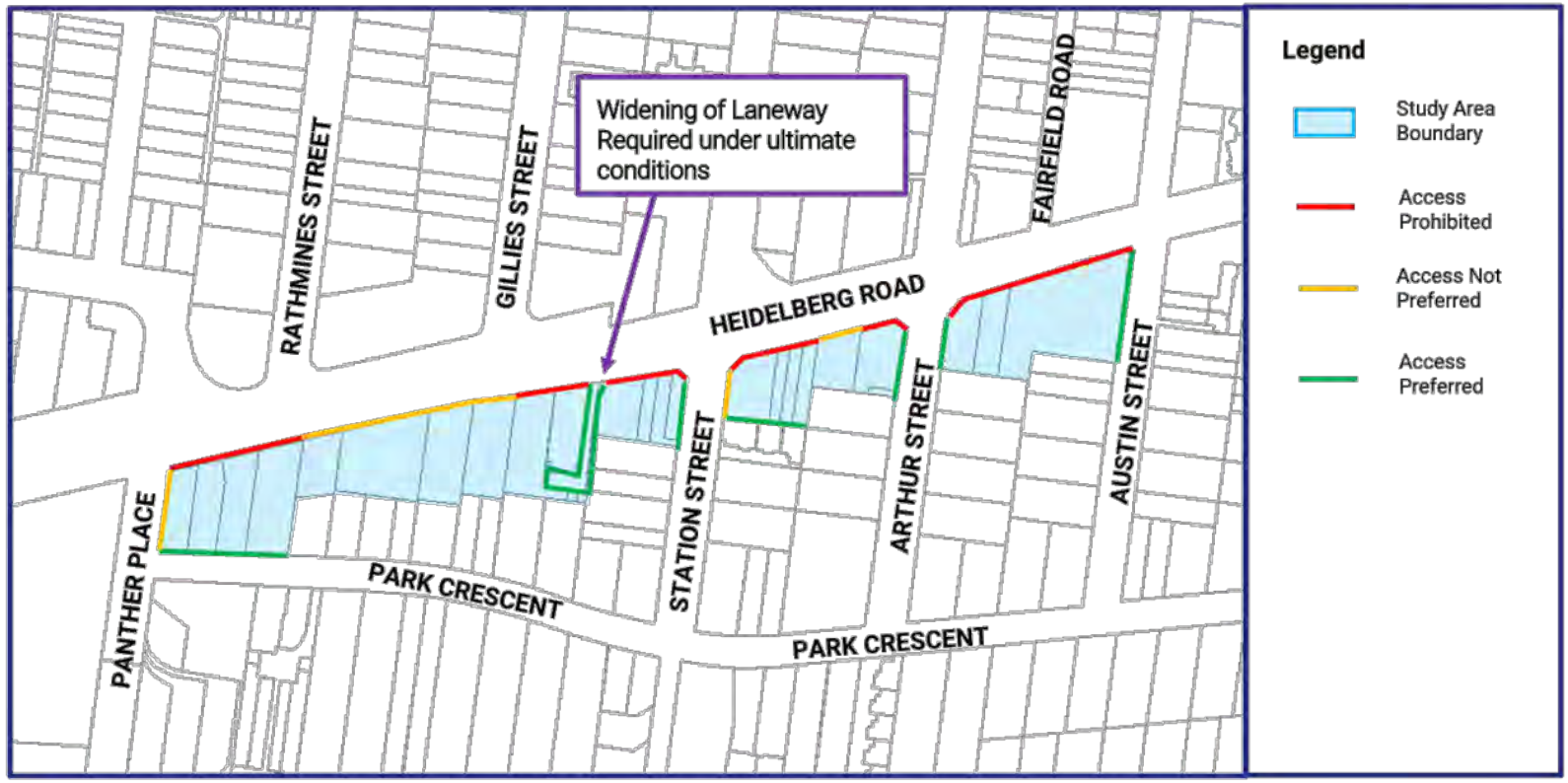


Figure F2: Precinct 2

Appendix F - Access Maps

Traffix Group



Figure F3: Precinct 3A

Appendix F - Access Maps

Traffix Group

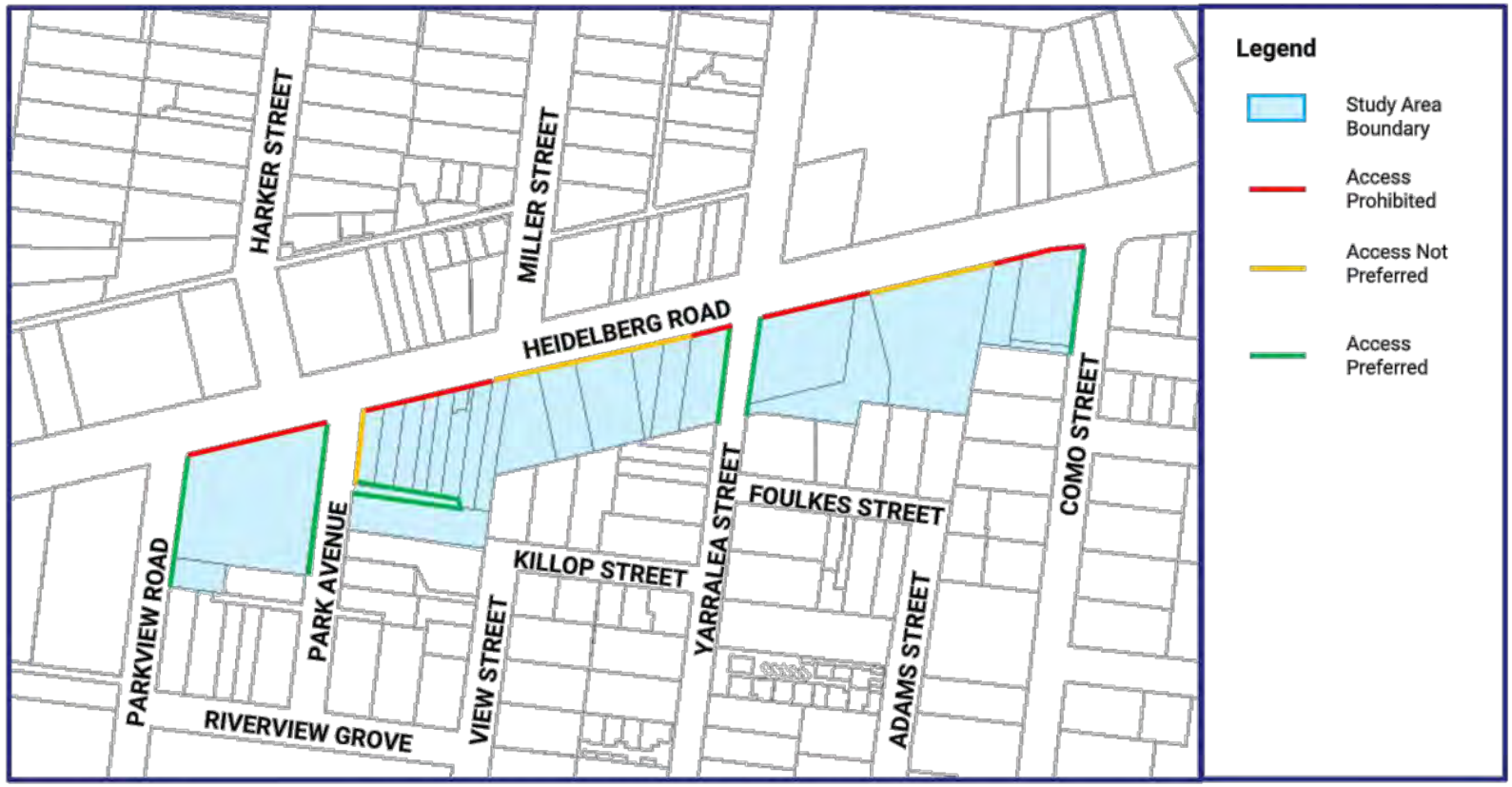


Figure F4: Precinct 3B

Appendix G

Interim Design and Development Overlay

Traffix Group

G27460R-01B

Heidelberg Road – Transport Relevant Sections of an interim Design and Development Overlay

The below is an extract from the working draft of the proposed interim Design and Development Overlay that, if Council adopts it, would apply to the Commercial 1 Zone areas within the City of Yarra along Heidelberg Road.

The most transport-relevant passages have been extracted.

Objectives

Provide a greater sense of openness towards the Heidelberg Road footpath via small front setbacks and still achieves activated, pedestrian-oriented façades and passive surveillance.

Definitions

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

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

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

Street-wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

General Requirements

A permit cannot be granted under this Design and Development Overlay to vary a requirement expressed with the term 'must'.

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

Street Wall Height and Boundary Set Back Requirements

Towards Heidelberg Road, development

- in Precincts 1 and 3A must achieve a minimum 3 metres front setback, including side boundary walls, to provide better separation with Heidelberg Road and space for circulation and canopy landscaping
- in Precincts 2 should achieve a minimum 3 metres front setback, including side boundary walls, to provide better separation with Heidelberg Road and space for circulation and canopy landscaping.
- in Precinct 3B, between Park Avenue and Yarralea Street, should achieve a continuous street wall with no front setback.

Front Setback Design Requirements

Front setbacks should be designed to create a sense of openness and clear line of sight at pedestrian level between the public footpath and street wall and include:

- unobstructed access by avoiding steps, fences and narrow spaces between planting areas
- canopy trees
- creating a subtle distinction towards the public realm, including but not limited to different paving material, pattern and/or placement of planting.

Access, parking and loading areas requirements

Car parking should be located within a basement or concealed from the main and side streets.

Providing recessed parking spaces at the ground floor of buildings and onsite parking spaces at the front of properties should be avoided, except for development east of Yarralea Street, Alphington.

Pedestrian access to buildings should be achieved via Heidelberg Road or side streets and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other. Primary access from laneways should be avoided.

The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.

Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

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

Development must not provide new vehicular access from Heidelberg Road.

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

Application Requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and Requirements of this schedule.
- To the satisfaction of the Responsible Authority, development proposals should be accompanied by a wind study analysis to demonstrate that pedestrian spaces, balconies, communal areas and secluded private open spaces will not be adversely affected by wind effects.

- A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

Decision Guidelines

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

- Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.
- The design of the retail streetscape interface along the main street frontage.
- Whether the development delivers design excellence, including but not limited to building siting, scale, massing, articulation and materials.
- Whether the development mitigates negative wind effects for the public realm and surrounding sites.
- The cumulative impact of development on traffic and parking in the nearby area, including on the functionality of laneway's.

8.5 Draft Cremorne Urban Design Framework

Executive Summary

Purpose

This report outlines the contents of the draft Cremorne Urban Design Framework – a plan to guide growth and development in Cremorne. The draft Cremorne Urban Design Framework provides detailed directions for the future of Cremorne to meet the changing needs of residents, business and visitors.

It also outlines the five week community engagement program on the draft Cremorne Urban Design Framework planned for November-December 2022.

Key Issues

Cremorne is identified as an 'enterprise precinct' – a key location for employment and has emerged as Australia's premier destination for tech, digital and creative businesses.

It is experiencing development pressure due to its good access to Melbourne CBD, proximity to public transport and other employment and activity centres.

Officers have prepared a draft Cremorne Urban Design Framework (UDF). The draft UDF provides a strategic framework for Cremorne. The draft UDF builds on the things that workers, residents and visitors love about Cremorne - its character, mix of heritage buildings and modern development, cafes and small businesses and its residential pockets.

It also identifies improvements to its streets, public spaces and transport connections and provides the strategic basis future advocacy work, capital works bids and new built form requirements in the Yarra Planning Scheme to guide better development outcomes.

The draft UDF will form the basis of an extensive program of community engagement. The framework includes a number of objectives and actions which will guide the development of Cremorne into the future. Community engagement is critical to ensure the aspirations of Cremorne workers, residents and visitors are reflected in the UDF.

Financial Implications

The costs associated with preparing the draft Cremorne Urban Design Framework and consultation is within the 2022/23 City Strategy Budget.

PROPOSAL

In summary, that Council:

(a) endorses the draft Cremorne Urban Design Framework for consultation;

(b) adopts the proposed community engagement program to seek community feedback on the draft Cremorne Urban Design Framework; and

(c) considers community feedback on the draft Cremorne Urban Design Framework, a finalised version of the UDF and a draft planning scheme amendment to implement aspects of it at a subsequent meeting.

8.5 Draft Cremorne Urban Design Framework

Reference	D22/257796
Author	Leonie Kirkwood - Project and Planning Coordinator
Authoriser	Director Planning and Place Making

Purpose

1. The purpose of this report is for Council to consider the:
   (a) draft Cremorne Urban Design Framework; and
   (b) proposed community engagement program for the draft Cremorne Urban Design Framework.

Critical analysis

History and background

2. Cremorne in the last 10 years has experienced unprecedented commercial development growth. A diverse range of businesses, from billion-dollar tech giants to small and medium sized enterprises and start-ups are located in Cremorne.
3. It has become a thriving centre for business, innovation and enterprise, due to its strategic location, business synergies, public transport options, urban character and development potential.
4. Interspersed with the commercial area are residential precincts. This mix of business and inner urban living makes Cremorne a unique place to work and live.
5. In 2018, the Victorian Government released a policy *Unlocking Enterprise in a Changing Economy* which identified Cremorne as an enterprise precinct suitable for the growing knowledge and services-based economy.
6. The precinct does, however, have unique and increasing, localised transport, public realm, built form and car parking issues and challenges.

Cremorne Place Implementation Plan

7. In the wake of increased development investment, workers, residents and visitors campaigned for better amenity within the area and coordination of government activity.
8. Responding to these challenges and opportunities, the Minister for Planning, requested the Victorian Planning Authority (VPA) prepare a Place Implementation Plan for Cremorne.
9. The Cremorne Place Implementation Plan (CPIP), publicly released in December 2020, was a joint project between the VPA and Council, with input from other key State Government agencies to ensure Cremorne's continued success as a place to live, work and invest.
10. The CPIP was informed by community engagement undertaken in November-December 2019. The outcomes of the engagement helped inform the actions that the Cremorne community view as key priorities to pursue in the CPIP.
11. The CPIP provides a vision for the future of Cremorne. It also includes an action plan. Yarra is partnering with the State Government to deliver the CPIP actions.
12. The Urban Design Framework is a specific action of the CPIP (Action 4.1 *Plan for and manage development in Cremorne*) and addresses several of its actions.
13. The implementation and coordination of the CPIP is being led by the Department of Jobs, Precincts and Regions (DJPR).

Discussion

What is the purpose of the Urban Design Framework (UDF)?

14. The draft Cremorne UDF takes the high level vision and actions in the CPIP and builds on them. It provides detailed directions for the future of Cremorne to meet the changing needs of residents, business and visitors. It details how Cremorne's precincts might look and feel in the future. The draft UDF is provided at Attachment 1 – Part 1 and Attachment 2 – Part 2.

15. The draft UDF establishes the strategic basis for new built form controls in the Yarra Planning Scheme, to guide better development outcomes. It also outlines actions which support the economic role of the precinct, its residential areas and identifies possible improvements to its streets, open spaces and transport connections.

16. The draft UDF will identify where Council, the State Government and other agencies and the private sector should focus its long-term planning and investment in Cremorne.

Study area

17. The study area for the draft UDF is shown below in Figure 1.



Figure 1 – Cremorne Study Area

18. It includes land within the Commercial 2 Zone. However, Cremorne also includes three pockets of land in residential zones which form an integral part of the mix of uses in the precinct. It also includes land in the Comprehensive Development Zone, the Malt District which allows for a mix of uses including residential, office, retail and hospitality uses.

19. The Cremorne study area also includes Richmond Station. Richmond Station is part of the Swan Street Major Activity Centre and is addressed in the Swan Street Structure Plan and Swan Street Streetscape Masterplan. It was included in the Cremorne study area as it forms a major gateway to the enterprise precinct. Recommendations for the Station and its surrounds complement and reinforce the Swan Street Structure Plan and Streetscape Masterplan.

What has informed the draft UDF?

20. The draft UDF has been informed by:

    (a) Four technical studies:

(i) *Cremorne Streets and Movement Strategy* (Martyn Group & Hansen Partnerships, June 2020) proposes a new Streets and Movement Framework for Cremorne. Its emphasis is on recreating Cremorne's streets as places, prioritising walking and cycling and access to public transport. It recognises the movement network is already operating at, or near, peak vehicle capacity and seeks to reduce through traffic;

(ii) *Parking Controls Review (*Traffix Group, June 2020) investigates office car parking rates within the Yarra Planning Scheme to respond to the limitations of the road network in Cremorne. It recommends a reduction in the car parking rate in Yarra Planning Scheme for office developments;

(iii) *Built Form Review and Recommendations* (Hodyl & Co, May 2022) provides built form recommendations to manage growth and change in Cremorne's commercial precincts and provide greater clarity for the future of development. It identifies key amenity outcomes such as protecting sunlight to streets, providing sensitive transitions to properties in residential zones and creating human scale and active frontages at street level. It provides built form metrics such as overall building heights, street wall heights and upper level setbacks for the Cremorne West, Railway and Church Street commercial precincts;

(iv) *Heritage Review and Recommendations* (Trethowan, October 2021) identifies built form metrics for Cremorne's heritage places and the adjoining buildings to ensure heritage values are retained and sensitively developed;

(b) Directions / actions in the CPIP;

(c) Engagement undertaken during the development of the CPIP in 2019 (and summarised in the draft UDF); and

(d) The directions in key Council strategies.

Draft Cremorne Urban Design Framework

21. The draft UDF is divided into four parts:

(a) Part 1 – Introduction – providing an overview of the context of Cremorne and development of the draft UDF;

(b) Part 2 - Framework - includes objectives and actions for each of the five themes:

(i) Theme 1: A place to create, innovate and live;

(ii) Theme 2: A leading sustainable and climate resilient precinct;

(iii) Theme 3: Connected and accessible Cremorne;

(iv) Theme 4: Spaces for people;

(v) Theme 5: Quality design that builds on Cremorne's precinct identity;

(c) Part 3 - Precincts - provides a vision statement and design objectives for three commercial precincts and the strategic sites; and

(d) Part 4 - Delivering the Framework – provides an overview of the next steps required to implement the UDF.

<u>Ten key moves</u>

22. The draft UDF contains ten key moves. Ten key moves summarise the key directions of the draft Cremorne UDF and outline some of the 'big ideas'.

23. The ten key moves are:

(a) Grow Cremorne's commercial core as a global tech and enterprise precinct;

(b) Cremorne Street and Church Street as the key spines of the enterprise precinct;

(c) Bendigo Kangan Institute campus reimagined as a creative and digital education and community hub;

(d) Retain Cremorne's unique residential neighbourhoods in amongst respectful commercial development;

(e) Celebrating the unique history of Cremorne's industrial and residential past;

(f) Redesigned road network which prioritises active and sustainable transport;

(g) Enhanced links to revitalised Richmond and East Richmond Station;

(h) A network of open space that links to neighbouring spaces outside of Cremorne;

(i) An exemplary environmentally sustainable Precinct; and

(j) Reconnecting Cremorne to the river corridor.

Introducing Cremorne's precincts

24. Cremorne includes distinct commercial and residential precincts. The precincts and precinct boundaries were informed by existing building stock, block structure and street network, zone and current land uses and activities.

25. There are four commercial precincts and three residential precincts identified in the draft UDF (see Figure 2):

(a) Cremorne West Precinct;

(b) Railway Precinct;

(c) Church Street Precinct;

(d) Birrarung Precinct;

(e) Cremorne Residential Precinct;

(f) Wellington Residential Precinct; and

(g) Green Street Residential Precinct.

26. These precincts also include seven large strategic sites that have the capacity to accommodate substantial growth and change over time and require further strategic investigation.

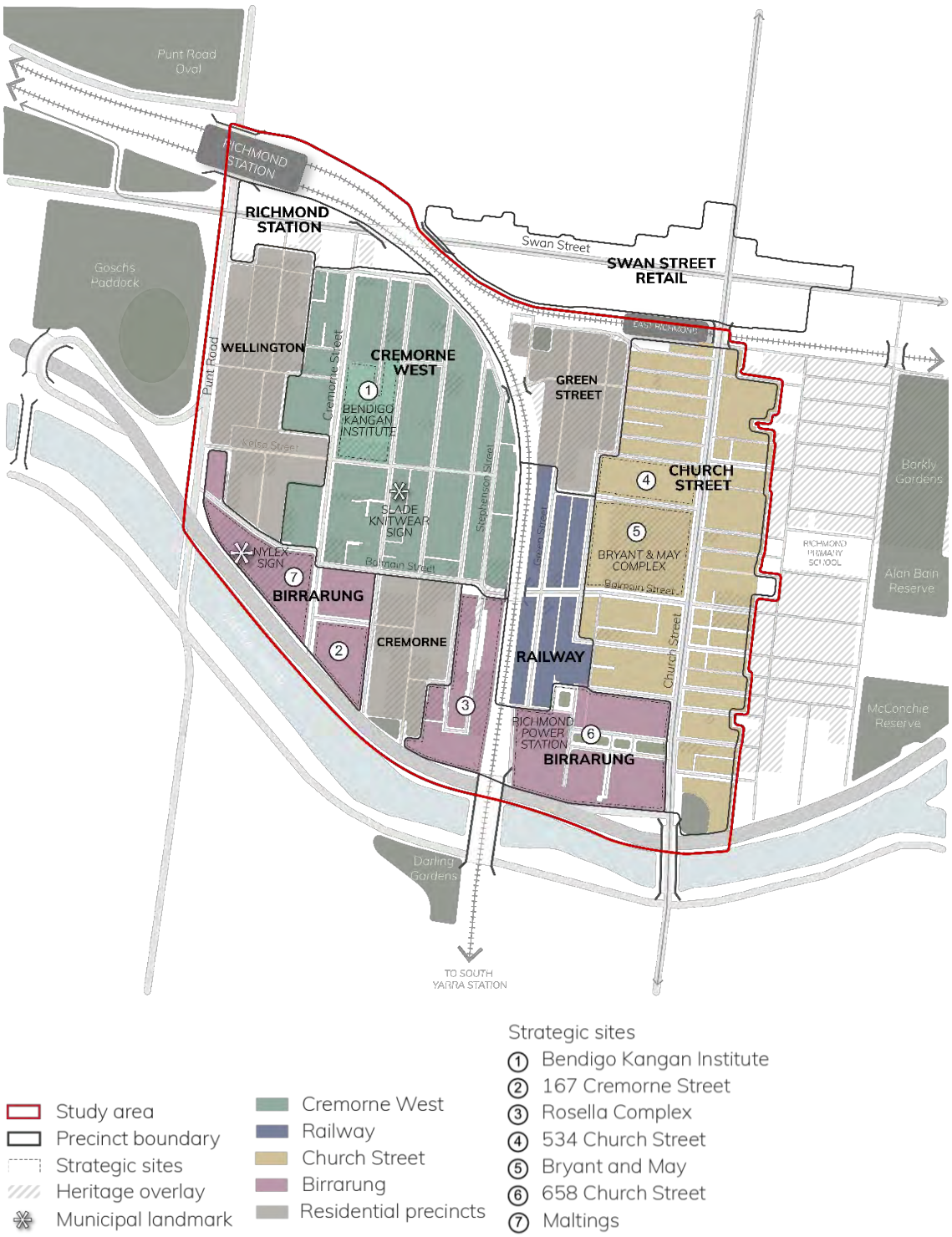


Figure 2 – Cremorne's Precincts

The Framework

27. Part 2 of the draft UDF is structured around five themes – each with objectives and associated actions.

Themes	Objectives
Theme 1: A place to create, innovate and live	1.1 Continue to grow Cremorne as Melbourne's premier global innovation precinct. 1.2 Support affordable workspaces and the diversity of creative and innovative businesses.

Themes	Objectives
	1.3 Provide the digital infrastructure to grow Cremorne as a centre for innovation and technology. 1.4 Support Bendigo Kangan Institute (BKI) campus as a digital education and community hub in the heart of Cremorne. 1.5 Recognise the commercial, employment, retail and residential roles of different precincts in Cremorne.
Theme 2: A leading sustainable and climate resilient precinct	2.1 Facilitate and support net-zero carbon development. 2.2 Create an urban forest and green buildings to mitigate the urban heat island effect. 2.3 Integrate water management into Cremorne to support a resilient and liveable precinct.
Theme 3: Connected and accessible Cremorne	3.1 Create a highly accessible and well-connected movement network that prioritises sustainable and active transport and discourages through traffic. 3.2 Improve public transport services and access to meet the needs of Cremorne's workers, residents and visitors. 3.3 Deliver a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations. 3.4 Reduce off-street car parking requirements to promote more sustainable modes of transport.
Theme 4: Spaces for people	4.1 Create a network of high quality public spaces in Cremorne. 4.2 Connect Cremorne with the Yarra River (Birrarung). 4.3 Create a network of streets and spaces for people. 4.4 Enhance Cremorne Street and Church Street as key activity corridors. 4.5 Reimagine the Richmond Station and East Richmond Station key transport hubs. 4.6 Support local placemaking initiatives that activate and enrich Cremorne. 4.7 Protect and interpret Aboriginal cultural values and heritage in the design of Cremorne.
Theme 5: Quality design that builds on Cremorne's precinct identity	5.1 Create a comfortable and engaging public realm. 5.2 Deliver high-quality sustainable buildings. 5.3 Ensure the scale and form of buildings respond to their context. 5.4 Showcase Cremorne's diverse heritage buildings. 5.5 Create blueprints for the redevelopment of strategic sites.

Theme 1: A place to create, innovate and live

28. Over the last decade, Cremorne has evolved into Melbourne's tech and innovation hub with strong growth in professional, scientific, and technical services. This draft UDF acknowledges Cremorne's position as a global innovation precinct which includes a variety land uses. The UDF seeks ensure that Cremorne continues to operate and thrive as a key commercial hub.

29. The role of the Commercial 2 Zone (C2Z) has been integral in Cremorne's success as a precinct by providing certainty for business growth and investment. The draft UDF outlines that the C2Z (which prohibits new residential development) should be retained. This will protect Cremorne's potential to develop further as a premier tech and innovation hub.

30. The draft UDF recommends the rezoning of two sites within the study area. This is to fix zoning anomalies where a properties have multiple zones, providing provide clear direction on future use and development. These sites are:

    (a) 20-26 Brighton Street, Richmond – change rear of the site from C2Z to GRZ2; and

    (b) 549-555 Church Street, Richmond – change the rear of the site from GRZ2 to C2Z (ensuring built form controls apply to the whole of the site).

31. The draft UDF acknowledges that while Cremorne generally operates as a business precinct, different areas have different roles and functions. To further facilitate Cremorne's growth the UDF proposes that new planning policy be introduced to better guide development to respond the nuisances of each precinct. The draft UDF proposes:

    (a) Support Church Precinct retail as commercial corridor. While hosting headquarters and large office developments, the strip has a focus on high end and unique offering showrooms. It is also home to a number of high quality cafes, restaurants and bars;

    (b) Cremorne West / Railway and parts of the Birrarung Precincts as commercial core of Cremorne. These precincts will support commercial activities ranging from small innovative manufacturers to corporate head offices; and

    (c) Mix of uses in the Maltings Precinct to reflect its special purpose zoning that allows for a mix of residential, retail and commercial uses.

32. The draft UDF does not propose to apply new planning controls to the residential precincts - Wellington Precinct, Cremorne Precinct and Green Street Precinct. These areas are predominantly covered by a Heritage Overlay. Residential planning controls (zones and ResCode) apply to these properties. There are sufficient planning controls in place to guide development in these areas.

33. There are seven strategic sites identified within the draft UDF. The draft UDF does not recommend detailed planning controls for these sites. However, it provides high level design objectives that should be incorporated in any future controls or development. For example, potential locations for open space, through block links and interface issues.

34. Further work is required for these sites to inform more detailed master planning of the sites. This will further explore built form parameters, consider heritage outcomes (noting some sites are on the Victorian Heritage Register) and consider planning scheme mechanisms (such as floor area ratios).

35. One of the identified strategic sites is the Bendigo Kangan Institute which is situated in the heart of Cremorne. The draft UDF identifies the significant role this site will play in Cremorne's future as an education institution, community hub along with providing broader enhancements to Cremorne as the site develops over time.

Theme 2: A leading sustainable and climate resilient precinct

36. Theme 2 recognises the challenges the climate crisis poses and identifies the opportunity for Cremorne to develop as a leading climate resilient precinct.

37. Many of the actions aimed at responding to the climate crisis will be implemented through a separate process to the draft UDF. Council is currently working with 24 other Victorian Council through Council Alliance of a Sustainable Built Environment (CASBE) to progress planning controls via the Planning Scheme to encourage low to zero carbon developments.

38. This proposed amendment will establish standards around energy efficiency, the energy required make building materials (embodied energy), sustainable transport, Integrated Water Management, green infrastructure, indoor environment quality and how a building can reduce the urban heat island effect.

39. The draft UDF seeks to increase tree canopy by 25% cover in Cremorne from 2014 levels as per the Urban Forest Strategy's ambitions. This would occur through the implementation of Council's street tree planting program.

Theme 3: Connected and accessible Cremorne

40. Traffic, movement and connectivity are key issues that have been identified in Cremorne. There is competition for this limited space between all transport modes, street activities, streetscape features (trees, bicycle parking) and on-street parking.

41. The draft UDF sets out a high level strategic vision for the future of movement within Cremorne, along with potential improvements and areas where Council can advocate State Government agencies for infrastructure improvements.

42. A Streets and Movement Framework (SMF) has been developed to improve the safety and efficiency of the street network for all modes within Cremorne. The SMF identifies key streets and provides a role, function and transport mode preference. The SMF outlines a number of changes that are needed to the existing street network.

43. Building on the SMF the draft UDF provides a Street Implementation Plan that identifies how the Streets and Movement Framework would be included. It includes:

    (a) Reducing speed limits to 30kmh on all streets;

    (b) Identifying areas where footpaths improvements can be made;

    (c) Identifying possible street closures and directional change, while maintaining access to residential properties;

    (d) Locations for cycling infrastructure improvements;

    (e) Recognising streets that are or could provide links to key locations;

    (f) Improvements to public transport; and

    (g) Five hot spot intersections that require priority attention.

44. A second option has been developed in the event critical intersection improvements at the intersection of Kelso Street and Punt Road are not carried out (as it would be subject to Department of Transport approval).

45. One of the key elements of the draft UDF is the proposals for five hot spot intersections. These locations have been chosen as they experience the highest intensity of competing demands for on-road space, connect Cremorne to the surrounding road network and provide access to regional public transport. Indicative concept designs have been prepared to show what they may look like. These include:

    (a) Punt Road and Kelso Street intersection;

    (b) Cremorne Street and Kelso Street intersection;

    (c) Cremorne Street and Swan Street intersection;

    (d) Balmain Street west of rail underpass; and

    (e) Church Street and Balmain Street Cotter Street intersection.

46. It is noted that three of the five hot spots are located on arterial roads (Punt Road, Swan Street and Church Street) and any changes would require negotiation with and approval from the relevant State Government agencies.

47. The draft UDF will provide Council with a firm position to negotiate preferred outcomes on sites, roads and places that are managed by State Government.

48. Council officers are aware that Ratio (a private transport and urban design consultancy) have developed an alternative approach to the street network in Cremorne – based on a one way loop. Officers will review this option during the proposed consultation period.

49. The draft UDF also identifies a number of suggested improvements to public transport. For example, it advocates to improve access to the Richmond, East Richmond and South Yarra Stations and the implementation of accessible tram stops along Church Street.

50. A key objective of the draft UDF is reduce off-street car parking requirements to promote more sustainable modes of transport. A key action is to progress an amendment to the Yarra Planning Scheme to apply the Parking Overlay to commercial zoned land in Cremorne. This proposal has been guided by a report prepared by Traffix Consultants: *Parking Controls Review Cremorne July 2020*. The report proposes to apply car parking maximum rates for office and retail uses of one space per 100 sqm of net lettable floor area.

Theme 4: Spaces for people

51. Cremorne's inner urban and post-industrial environment means high quality spaces and open space are limited. The demand for these spaces is likely to grow as the precinct develops as the resident and worker populations increase.

52. The draft UDF has identified broad areas where open space opportunities may occur. These locations align with Council's adopted Open Space Strategy 2020. This will provide Council with the flexibility to negotiate potential open space purchases when opportunities arise.

53. State Government owned land, strategic sites and other larger properties will contribute to new open space. As part of the high level framework for strategic sites that is outlined in the draft UDF, potential open space locations are proposed.

54. Improvements to links to open spaces both inside Cremorne and in the surrounding area such as Gosch's Paddock and Barkly Gardens are identified in the draft UDF.

55. Over time the redesign of streetscapes in Cremorne will create people-oriented streets that are safe and easy to get around on foot or on a bike, with enhanced shade trees and greenery, and welcoming places for people to meet, rest and play. This will include the creation of new pocket plazas or people places incorporating seating and shade through the reallocation of road space.

Theme 5: Quality design that builds on Cremorne's precinct identity

56. The increased number of developments and emerging scale and absence of clear directions to guide Cremorne's future character, has reinforced the need for new built form controls. The existing planning controls within Cremorne's commercial precincts mainly manage the use of land.

57. Two background technical studies have informed this theme – Built Form Review and Recommendations (Hodyl & Co, May 2022) and Heritage Review and Recommendations (Trethowan, October 2021). This work has also been informed by the outcomes of recent built form work and planning scheme amendments undertaken in other precincts in Yarra. Some of the recommendations of the technical reports have been varied and are described in Attachment 3.

58. Design objectives and recommendations in the draft UDF have been developed for the three commercial precincts – Cremorne West Precinct, Railway Precinct and Church Street Precinct - where significant development is occurring.

59. The urban character of Cremorne is product of layers of history, evident in its mix of industrial warehouses, large institutions, rows of old workers' cottages, Victorian terraces and contemporary office buildings.

60. New controls are proposed for Cremorne's commercial precincts to manage the scale and design of development of land and provide clarity and certainty for Council and the community. The new built form controls also aim to balance accommodating employment growth, protecting the precinct's valued character and heritage fabric, limiting amenity impacts and improving liveability.

61. The built form recommendations for Cremorne's commercial precincts address the following:

Built form and design requirements	Proposed approach
Overall building heights	Development will be mid-rise in scale in the majority of the three commercial precincts to allow for employment growth while reinforcing the existing urban structure (the fine grain street network and narrow sites mixed with larger sites). A lower scale built form applies abutting existing residential areas. Proposed approach to building heights in the three commercial precincts: • Church Street Precinct - proposed buildings are between 5 and 10 storeys (20m and 40m) with the highest heights along Church Street and reducing along narrow streets and laneways to the east and west. • Cremorne West Precinct - proposed building heights are between 3 and 9 storeys (12m and 36m) the highest heights apply on the northern end of Stephenson Street (9 storeys) and along Cremorne Street (8 storeys). Heights reduce close to sensitive low-scale areas to the south and west. • Railway Precinct - proposed buildings are between 5-7 storey (20m - 28m) to provide a human-scale along streets and laneways.
Street walls and upper level setbacks	The height of buildings at the street edge has a direct impact on the experience of pedestrians within the street. These are known as street wall or podium heights. The proposed street wall heights respond to the narrow street network in Cremorne. Street wall heights of between 2 and 4 storeys (8m and 16m) are proposed to respond to the street network in Cremorne and to maintain solar access to key streets. Higher heights of 4 storeys apply on the wider streetscapes of Cremorne Street and Church Street. Upper level setbacks of 3m and 5m are generally proposed. They increase as buildings get taller. Additional upper level setbacks will be required in specific locations to meet the solar access requirement, protect views or where there are heritage buildings.
Sustainable and adaptable buildings	Delivering high-quality sustainable buildings requires sustainability to be treated as integral to the design of buildings. Sustainable buildings will be addressed through the implementation of Council's existing Environmentally Sustainable Development policy and any new standards approved as part of the Elevating Environmental Standards planning scheme amendment (see Theme 2: A leading

Built form and design requirements	Proposed approach
	sustainable and climate resilient precinct). The draft UDF also requires buildings are designed to be flexible in use and can adapted over time.
Active frontages and public realm	The draft UDF includes a requirement to encourage ground floor setbacks from the street to create a transition zone which can used for landscaping and seating and create attractive and useable spaces. The draft UDF includes requirements to ensure buildings encourage street activation at ground level, avoid car parking entrances and services dominating buildings and manage wind impacts to create a pedestrian-oriented environment.
Overshadowing of key footpaths and public spaces	The draft UDF seeks to ensure solar access will be maximised on key streets in the public realm so that streets are comfortable, sunny public spaces that encourage people to meet and linger. Overshadowing controls apply to Balmain Street, Cremorne Street and Church Street - streets that have been identified as having the greatest importance in the public space network. The draft UDF also seeks to protect existing public spaces from additional overshadowing and includes a recommendation that massing and heights of buildings should consider the location of potential new open space.
Building separation	Adequate building separation distances are required to ensure that good levels of daylight and sunlight enter into buildings and provide an outlook for occupants. Spacing of buildings at the upper levels also allows for sunlight to the street and breaks up a wall of taller buildings. The draft UDF requires that on sites with frontages of 20m or greater buildings should be set back from side and rear boundaries. Buildings on narrow sites may be built to boundary in some circumstances where they avoid creating blank unarticulated walls and a continuous wall of buildings.
Building design	Where buildings are constructed / partially to the boundary, visible side walls should be well designed and articulated to avoid sheer blank pre-cast walls.
Residential interfaces	There are four residentially zoned areas that abut the taller commercial precincts - three residential precincts within Cremorne and one outside Cremorne to the east – the Brighton Street residential area. The draft UDF includes built form recommendations which requires buildings in the commercial zones to transition in scale at these sensitive interfaces to minimise amenity impacts. Lower heights and/or an angle requirement which guides heights and maximum heights of walls on boundaries are proposed to apply in those locations. Interfaces are tailored where there is a laneway or residential properties directly abut.

Built form and design requirements	Proposed approach
Character buildings	The draft UDF also introduces the concept of 'character buildings'. They include number of factories, warehouses and offices which are not protected through the heritage controls in the planning scheme but contribute to Cremorne's visual identity and character. They have not been individually identified as part of the draft UDF. A list of criteria and characteristics are included in the UDF. The retention and reuse of these buildings is encouraged as part of any redevelopment.
Heritage buildings	Given there are relatively few heritage buildings and places in Cremorne, the proposed built form controls are designed to ensure individual heritage sites retain their architectural prominence. The different buildings require careful design responses that are tailored to the specific characteristics of different building typologies. For example, residential heritage buildings have ground floor street setbacks with front gardens, whereas industrial heritage buildings are built to the street edge. Specific metrics have been developed to help retain the identified original elements of the fabric of the buildings, including the principal façade, primary roof form and chimneys. The proposed built form controls also apply to sites adjacent to the heritage buildings and places to ensure an appropriate transition to the heritage building and its setting.
Municipal landmarks	The proposed built form recommendations identify views to two municipal landmarks. The draft UDF seeks to maintain the visual prominence and protect the clear sky views of the Nylex Sign when viewed from the centre of eastern footpath of the Morell Bridge and the Slade Knitwear Sign when viewed from the footpath on the north-west corner of Dover Street and Kelso Street. An upper level setback is proposed for the Slade Knitwear site and to sites to the south to protect clear sky views behind the sign.

62. The built form recommendations in the draft UDF will be implemented through a new schedule(s) to the Design and Development Overlay (DDO).

63. The Design and Development Overlay (DDO) is a planning tool that is applied to areas which need specific requirements relating to the built form and design of new development. It will set requirements for the height, form and the general design of buildings.

64. The DDO schedules will apply to the Cremorne West Precinct, Railway Precinct and Church Street Precinct. They will be drafted once the UDF has been finalised and would form part of a planning scheme amendment to implement the UDF.

Precincts

65. Part 3 of the draft UDF is structured around its four commercial precincts and their strategic sites.

66. Each of the precincts has different character considerations.

67. The Precinct's section of the UDF:

(a) sets out the existing conditions;

(b) provides a vision statement; and

(c) outlines the key built form, access and movement, open space and streetscape outcomes.

Strategic sites

68. Cremorne includes several large strategic sites that have the capacity to accommodate substantial growth and change over time and require further strategic investigation.

69. The sites include the:

(a) Bendigo Kangan Institute (BKI);

(b) Bryant & May Complex;

(c) 167 Cremorne Street;

(d) Rosella Complex;

(e) 658 Church Street;

(f) 534 Church Street; and

(g) Richmond Maltings site. (See Figure 2).

70. Built form controls have not been developed for these sites as part of the draft UDF.

71. However, the draft UDF includes design objectives for each of these sites which address important structural elements which would guide the redevelopment of the site. For example, potential locations for open space, through block links and interface issues.

72. Further strategic work will be undertaken with landowners and Heritage Victoria, where sites are on the Victorian Heritage Register, to inform more detailed master planning of the sites. This will further explore built form parameters and consider planning scheme mechanisms.

Implementation

73. Implementation Framework provides an outline of how the vision and objectives will be delivered. A detailed implementation plan will be prepared following the finalisation of the UDF identifying responsibilities and approximate timing of actions.

74. A range of funding and delivery mechanisms are needed to enable the delivery of the infrastructure required to support precinct development. These include:

(a) Capital works projects delivered by or on behalf of the City of Yarra;

(b) Works funded by the Victorian State Government;

(c) Open Space Contributions;

(d) Development Contributions; and

(e) Developer works: infrastructure and works which have a direct connection to development and are fully funded by the developer as part of the redevelopment of the land.

75. A key element of implementing the UDF would be updating the planning controls for Cremorne. Changes to the planning controls would require a Planning Scheme Amendment – the statutory process to introduce the proposed changes. This process would occur following community consultation and the finalisation of the UDF.

76. Changes to the Planning Scheme include:

(a) Updated policy which addresses its status as an enterprise precinct, economic activity, built form and heritage, access and movement and the public realm;

(b) New built form provisions via a Design and Development Overlay; and

(c) A Parking Overlay reducing parking rates for office and retail developments in Cremorne.

Next Steps

77. If Council endorses the draft Cremorne Urban Design Framework for consultation, officers would undertake a five week engagement period with the local community, businesses, landowners and other stakeholders.

78. Officers will review the findings of consultation and identify areas of support and concern and identify the implications.

79. The feedback will be used to finalise the draft Cremorne UDF.

80. The results of the community engagement, an officers' response and any proposed changes would be brought back to Council in early 2023. A final version of the Cremorne Urban Design Framework would be provided to Council for adoption.

81. It is also anticipated that at this meeting, Council would consider a proposed planning scheme amendment to update the planning scheme to implement the UDF.

82. Officers also propose to seek interim provisions while a formal amendment process is progressed for the permanent provisions.

83. The 2023 Council Report would request the Minister for Planning approve interim controls for Cremorne and seek consent to prepare and exhibit permanent controls for Cremorne.

84. The planning scheme amendment would then be public exhibited via a statutory process. This will provide an additional opportunity for the community to have its say on the planning proposed provisions.

Options

85. Two options are available to Council at this stage of the process:

(a) Endorse the draft UDF (with or without changes) for the purposes of consultation and undertake community engagement before the end of year; and

(b) Not proceed with consultation at this stage.

86. The public engagement phase is essential to progress the Draft UDF and obtain feedback on the ideas and initiatives it contains.

87. Other considerations include strong community interest in the development of the UDF. The CPIP was released in December 2020 and the community is keen to see the next steps in the process.

88. Progressing planning scheme and built form controls for development is also a priority for the precinct as development pressure continues.

Community and stakeholder engagement

Consultation on the Draft UDF

89. A five week conversation with the Cremorne community on the draft UDF and its actions is planned for 7 November to 11 December 2022.

90. Targeted stakeholders include the following:

(a) Local Cremorne residents;

(b) Local workers;

(c) Students and staff at Bendigo Kangan Institute;

(d) Cremorne / Richmond based community groups;

(e) Yarra-wide community groups;

(f) Small to medium businesses and co-working space users;

(g) Large key businesses;

(h) Landowners and developers; and

(i) State Government Departments and agencies such as the Department of Transport, VicTrack, Department of Jobs, Precincts and Regions, Melbourne Water, Parks Victoria, BKI and Heritage Victoria.

91. Methods of engagement would include:

(a) Email / letters to landholders / occupiers, business, residents groups and other stakeholders to inform them of the draft UDF and details of consultation;

(b) Social media posts;

(c) A Your Say Yarra project page with a survey;

(d) Three by three hour pop-ups in various locations around Cremorne; and

(e) Two to three workshops with Cremorne community groups, landowners/developers and other stakeholders.

92. As the document is long, a high level summary document will be prepared as well as summaries of the five themes.

Internal consultation

93. Officers have consulted with Economic Development, Statutory Planning, Open Space, Sustainable Transport, Traffic, Water, Communications and the Arts and Culture Teams. Officers also consulted with Council's senior heritage adviser and ESD adviser.

Policy analysis

Alignment to Community Vision and Council Plan

94. The draft Cremorne Urban Design Framework supports the following themes in the *Yarra 2036 Community Vision*:

(a) Priority 4.4 – Environmental Sustainability – A transport system that is innovative, efficient, sustainable and accessible;

(b) Priority 6.1 – Thriving Local Economy – Create broad economic and employment opportunities by utilising existing physical spaces and facilitating partnership;

(c) Priority 7.4 – Shared Spaces – Increase availability and diversify use of open spaces to address existing shortages and respond to population growth;

(d) Priority 8.1 – Growing Sustainably – Advocate for development and planning design that is shaped by and meets our community's future needs; and

(e) Priority 8.2 – Growing Sustainably – Keep our heritage visible while we encourage innovative and sustainable growth.

95. It implements the following objectives in the *Yarra Council Plan 2021-25,* including:

(a) Strategic Objective 3 – Local Economy – 'Manage access, safety and amenity to enhance people's experience when visiting Yarra'; and

(b) Strategic Objective 4 – Place and nature – 'Protect, promote and maintain our unique heritage and ensure development is sustainable'.

Climate emergency and sustainability implications

96. The draft UDF aligns with the actions of the *Yarra Climate Emergency Plan 2020-2024.* It seeks to promote Cremorne as an opportunity to develop a leading sustainable and climate-resilient precinct.

97. This aspect of the draft UDF will also be strengthened by the Elevating Environmental Standards project which Council is working on with CASBE and 24 other Councils to introduce new environmentally sustainable development standards into the planning scheme.

Community and social implications

98. The draft UDF includes actions which provide for improved pedestrian and cycling routes.

99. It also includes actions to improve existing open spaces and identifies opportunities for new public spaces in Cremorne.

Economic development implications

100. The draft UDF aligns with the *Yarra Economic Development Strategy 2020-2025,* in particular:

    (a) Strategy 2: Retaining and growing Yarra's employment precincts and unlock development opportunities through strategic planning process; and

    (b) Strategy 3: Support and encourage innovative and entrepreneurial activities across Yarra's employment precincts.

101. The draft UDF supports the Cremorne Enterprise Precinct and protects its employment role by retaining the existing commercial zoning. It also seeks to make the area attractive to existing and future businesses, visitors and residents by identifying opportunities for public realm improvements and improved walking and cycling links and access to public transport.

Human rights and gender equality implications

102. There are no known human rights implications anticipated from the draft UDF or the Engagement Plan.

103. The draft UDF and the Engagement Plan complies with the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Operational analysis

Financial and resource impacts

104. $32,000 has been budgeted to undertake the engagement.

105. $20,000 may be required this financial year for exhibition / notification of the planning scheme amendment if consent to exhibit/notify the amendment is obtained from DELWP.

106. An additional $4,128.00 would be required to request a Ministerial amendment to apply interim controls.

Legal Implications

107. There are no known legal implications in terms of conducting the engagement process.

Conclusion

108. The draft Cremorne Urban Design Framework (UDF) has been prepared in response to an action in the *Cremorne Place Implementation Plan* (CPIP) (developed by the Victoria Planning Authority in 2019/20 in partnership with Yarra City Council.)

109. The draft UDF takes the CPIP and fleshes it out – providing detailed actions supporting the Enterprise Precinct – as a global innovation precinct and its residential areas.

110. It also identifies new/improved walking and cycling connections, better links to public transport, streetscape improvements, opportunities to connect to the river, new open space opportunities and also proposed built form controls to guide development and provide a setting for heritage buildings.

111. Community engagement on the draft UDF is proposed in November and December 2022 to ensure the aspirations of workers, residents and visitors for the future of Cremorne are reflected in the UDF.

112. Following a review of the community engagement, the UDF would be finalised and a planning scheme amendment to implement new planning policy, built form and parking requirements would be pursued.

RECOMMENDATION

1. That Council:

   (a) endorse the draft Cremorne Urban Design Framework for consultation;

   (b) adopt the proposed community engagement program to seek community feedback on the draft Cremorne Urban Design Framework; and

   (c) considers community feedback on the draft Cremorne Urban Design Framework, a finalised version of the Cremorne UDF and a draft planning scheme amendment to implement aspects of the framework at a subsequent meeting.

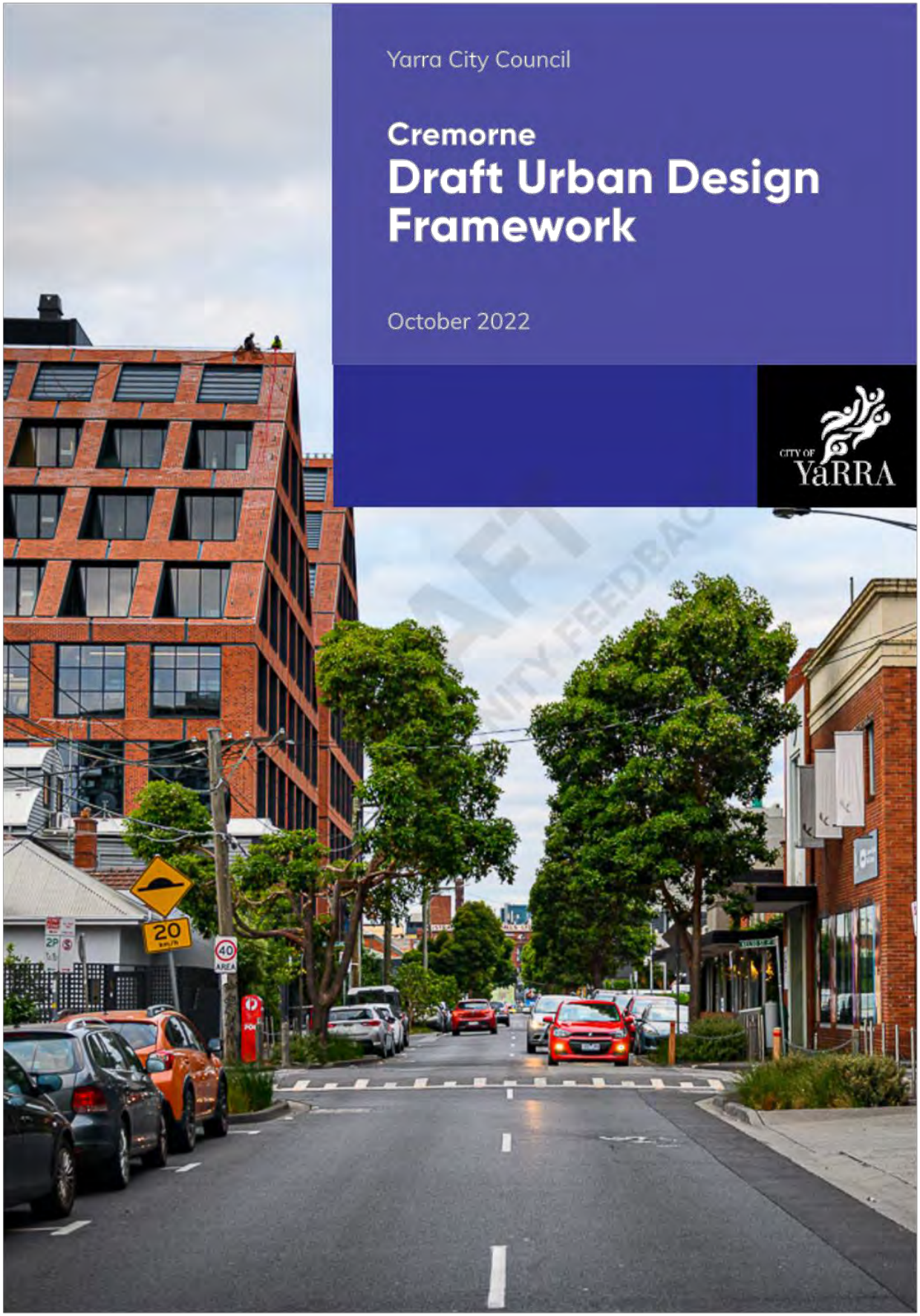
Attachments

1⇩ Attachment 1 - Draft Cremorne Urban Design Framework - Oct 22 - Part 1

2⇩ Attachment 2 - Draft Cremorne Urban Design Framework - Oct 22 - Part 2

3⇩ Attachment 3 - Draft Cremorne UDF - Variations to Built Form Recommendations

Attachment 1 - Attachment 1 - Draft Cremorne Urban Design Framework - Oct 22 - Part 1



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

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Part One:
Introduction
This section provides an overview of the context of Cremorne, the vision and the development of the Draft Urban Design Framework.

Part One: Introduction

The Draft Urban Design Framework provides a framework to guide development and investment in Cremorne. In this section you will find an introduction to the study area, the strategic context, and how the framework was developed.

About the Framework

Cremorne Study Area

The study area of the Cremorne Urban Design Framework covers approximately 72 hectares of land and is generally bound by:

- Punt Road to the west
- the railway line between Richmond and East Richmond Station to the north
- the commercial zoned land on the east side of Church Street
- Citylink to the south.

It includes the Cremorne Enterprise Precinct but also includes three pockets of residentially zoned land.

Why do we need an Urban Design Framework for Cremorne?

A diverse range of businesses, from billion-dollar tech giants to small and medium sized enterprises and start-ups are located in Cremorne. Interspersed with the commercial area is a residential community. This mix of business and inner urban living makes Cremorne a unique place to work and live.

In 2018, the Victorian Government released a policy Unlocking Enterprise in a Changing Economy which identified Cremorne as an enterprise precinct suitable for the growing knowledge and services-based economy.

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Figure 1 - Study area aerial

Cremorne is undergoing a rapid period of growth and change. In the wake of increased development investment, workers, residents and visitors campaigned for better amenity within the area and coordination of government activity, including improvements to public spaces and accessibility.

Responding to these challenges and opportunities, the Minister for Planning requested the Victorian Planning Authority prepare a Place Implementation Plan for Cremorne.

The Cremorne Place Implementation Plan (CPIP), released in December 2020, was a joint project between the Victorian Planning Authority (VPA) and Yarra City Council, with input from other key State Government agencies.

The CPIP provides a vision for the future of Cremorne. It also includes an action plan. Yarra City Council is partnering with the State Government to deliver the CPIP actions. The Urban Design Framework is a specific action of the CPIP and addresses several of other actions.

What is the purpose of the Cremorne Urban Design Framework?

The draft Cremorne UDF takes the high level vision and actions in the CPIP and builds on them.

It provides detailed directions for the future of Cremorne to meet the changing needs of business and workers, residents and visitors. It details how Cremorne and its precincts might look and feel in the future.

The draft UDF provides a detailed framework to guide the long-term future growth, development and character of Cremorne. It will help to manage change to ensure Cremorne is an attractive and vibrant area to work and live.

The draft UDF establishes the strategic basis for new built form controls in the Yarra Planning Scheme, to guide better development outcomes. It also outlines actions which support the economic role of the precinct, its residential areas and identifies possible improvements to its streets, open spaces and transport connections.

The draft UDF will identify where Council, the State Government and other agencies and the private sector should focus its long-term planning and investment in Cremorne. Importantly the draft UDF also builds on recent consultation undertaken as part of the CPIP and other Council / State Government projects and strategies.

Structure of the Framework

The draft UDF has four parts (Figure 2). It is structured around five themes. Under each theme, there is a set of objectives and actions.



Figure 2 - Urban Design Framework format

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Vision

The vision expresses the overarching aspiration for Cremorne. The vision has been adopted from the Cremorne Place Implementation Plan and was informed by community input into the plan.

The vision will be delivered through a number of objectives and actions that support the economic role of the precinct and its residential areas, environmentally sustainable development, movement and access, streets and spaces and quality buildings (see Part Two: The Framework).

The UDF identifies four commercial and three residential precincts in Cremorne, each with its own character and qualities. The vision for Cremorne is translated into specific visions for the three of the commercial precincts and strategic sites (see Part Three: Precincts).



Cremorne is a global innovation precinct with a vibrant village feel, new sustainable development, quality public spaces, active transport options, set within narrow streets and historic industrial buildings and workers cottages.

Cremorne Place Implementation Plan (VPA, 2020)

Ten Key Moves

Ten key moves summarise the key directions of the draft Cremorne UDF and outline some of the 'big ideas' for the precinct.

1. Grow Cremorne's commercial core as a global tech and enterprise precinct
2. Cremorne Street and Church Street as the key spines of the enterprise precinct
3. Bendigo Kangan Institute campus reimagined as a creative & digital education and community hub
4. Retain Cremorne's unique residential neighbourhoods in amongst respectful commercial development
5. Celebrating the unique history of Cremorne's industrial and residential past
6. Redesigned road network which prioritises active and sustainable transport
7. Enhanced links to revitalised Richmond and East Richmond Stations
8. A network of open space that links to neighbouring spaces outside of Cremorne
9. An exemplary environmentally sustainable precinct
10. Reconnecting Cremorne to the river corridor

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1 Grow Cremorne's commercial core as a global tech and enterprise precinct





Cremorne will grow as a global centre for innovative thinking and world leading business and commercial ventures and activities. The Cremorne Digital hub in Balmain Street and BKI campus will bring together industry and education. Cremorne's public spaces, streets and buildings will provide a provide a vibrant and thriving setting to support business.

2 Cremorne Street and Church Street as the key spines of the enterprise precinct





Cremorne Street and Church Street will form the two spines of Cremorne, connecting people and places. Cremorne Street provides a focus for street life and activity. It will be fronted by offices, coworking spaces, the lively BKI campus and cafes spilling onto the leafy pedestrian and cycle friendly spine. Church Street, with a mix of offices, company headquarters, showrooms, retail and cafes, will provide a treed transport link between the Swan Street Activity Centre and the Yarra River with safe and attractive walking and cycling and accessible tram stops.

3 Bendigo Kangan Institute campus reimagined as a creative & digital education and community hub





The BKI Campus, at the heart of the precinct, will become a creative and digital education and community hub for the enterprise precinct. New education facilities and new public spaces will wrap around the historic Cremorne Primary School buildings and welcome the wider community into the campus.

4 Retain Cremorne's unique residential neighbourhoods in amongst respectful commercial development

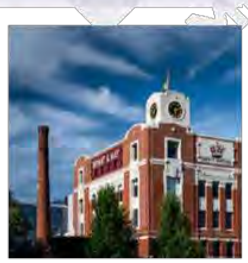




Cremorne's small pockets of low-rise residential neighbourhoods will be retained amongst Cremorne's mid-rise commercial development. Development in the commercial areas will provide a respectful transition to these small residential areas.

5 Celebrating the unique history of Cremorne's industrial and residential past





Cremorne's history is reflected in its unique industrial buildings and iconic signs, remnant pubs and shops and residential heritage cottages and terraces. The retention and adaptation of these heritage places will showcase the precinct's rich heritage and contribute to and enhance the character of the area.

6 Redesigned road network which prioritises active and sustainable transport





Moving around Cremorne will be easier with a redesigned road network. Walking, cycling and public transport will be the preferred way to get around Cremorne. A walkable street network and cycle lanes will connect Cremorne with surrounding areas and public transport.

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7 Enhanced links to revitalised Richmond and East Richmond Stations





Richmond and East Richmond Stations will be revitalised as key community spaces connecting people working, living or visiting Cremorne with the Central City and rest of Melbourne. Their role as transport hubs will be enhanced with easier access by walking and cycling and more integrated and accessible tram stops. New areas for waiting, meeting and relaxing will be provided around the stations.

8 A network of open space that links to neighbouring spaces outside of Cremorne





A network of open space will be created to cater for the needs of the growing worker and resident community. New spaces on large sites and pocket plazas will provide a diverse range of spaces and green relief. Cremorne's streets will also play a part as people places. Improved links to larger surrounding public spaces will expand the network of open space.

9 An exemplary environmentally sustainable precinct





Cremorne will become a climate resilient precinct which supports environmentally sustainable development. Cremorne's new commercial buildings will be world leaders in zero carbon and climate resilience. Buildings, streets and public spaces will help to create a precinct that is cool and green.

10 Reconnecting Cremorne to the river corridor





Connections to river will be enhanced with safe and easy access to the river for everyone. The Main Yarra Trail will be widened to provide separated space for pedestrians and cyclists and create new spaces along the river to rest, experience the river and enjoy views of bridges, landmarks signs and the city skyline.

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Introducing Cremorne's Precincts

Cremorne includes distinct commercial and residential precincts. The precincts and precinct boundaries were informed by existing building stock, public realm, block structure, zoning and current land uses.

These precincts also include seven strategic sites that have the capacity to accommodate substantial growth and change over time and require further strategic investigation.



Study area
Precinct boundary
Strategic sites
Heritage overlay
Municipal landmark

Cremorne West
Railway
Church Street
Birrarung
Residential precincts

Strategic sites
① Bendigo Kangan Institute
② Bryant and May
③ 534 Church Street
④ Richmond Maltings
⑤ 167 Cremorne Street
⑥ Rosella Complex
⑦ 658 Church Street

Figure 3 - Precincts

Richmond Station Precinct



Forms the western entry to the Swan Street Major Activity Centre and a northern entry to Cremorne. It is anchored by the Richmond Station. Cremorne Street intersection is a key gateway to Cremorne, accommodating the highest pedestrian volumes in Cremorne.

Cremorne West Precinct



Cremorne Street forms the main north south corridor, with Bendigo Kangan Institute at the heart. Network of narrow north-south streets with low-rise industrial and residential buildings with mid-rise contemporary office development.

Railway Precinct



Fine-grain, block structure along the elevated railway line. Most sites have two frontages. Low-rise industrial building typologies with some low-rise, contemporary office development. Prominent ground floor car parking.

Church Street Precinct



Traditional linear high street with commercial and retail uses. Mixed built form character. New mid-rise developments are visible from abutting low-scale residential areas to the east.

Birrarung Precinct



Comprises several key strategic sites. Mix of re-purposed heritage buildings, apartments and large floorplate, commercial urban renewal development. Significant heritage sites; Richmond Maltings, Rosella Complex & Richmond Power Station.

Cremorne Residential Precinct



Victorian and Edwardian-era houses with some inter-war buildings, which are set close to the street. Some early bluestone kerbs, channels, and laneways. Former corner shops and with a mix of cottages and some newer dwellings.

Wellington Residential Precinct



The Victorian-era residential area centred on Wellington Street. Detached and attached Victorian and Edwardian houses with some newer development. Some early bluestone kerbs, channels, and laneways

Green Street Residential Precinct



Victorian and Edwardian-era houses with some inter-war buildings, which are set close to the frontage. Some visible second storey additions and infill development. Some commercial buildings dating from the Victorian era.

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About Cremorne

Cremorne is a compact, diverse, and vibrant inner-city suburb that includes a large commercial core interspersed by three small pockets of well established, low scale residential areas. Church Street provides Cremorne's retail centre.

Cremorne is home to more than 2,000 residents, 700 businesses and accommodates more than 10,000 workers each day.

Located less than 2 km from Melbourne's Central City, Cremorne is easily accessible via Richmond and East Richmond Stations and tram services along Swan Street and Church Street. It abuts the Swan Street Major Activity Centre.

The Yarra River (Birrarung) forms the southern border of Cremorne and has shaped the settlement of Cremorne. To the Wurundjeri Woi Wurrung people, the river is known as the Birrarung - 'river of mists and shadows'. Good access to the fresh water meant that Cremorne was seen as an attractive place to establish manufacturing in the mid 19th century. However, the colonists' land clearing, sewage and industry polluted the Yarra's lower reaches. This was in direct contract to the harmonious management of the river by Traditional Owners.

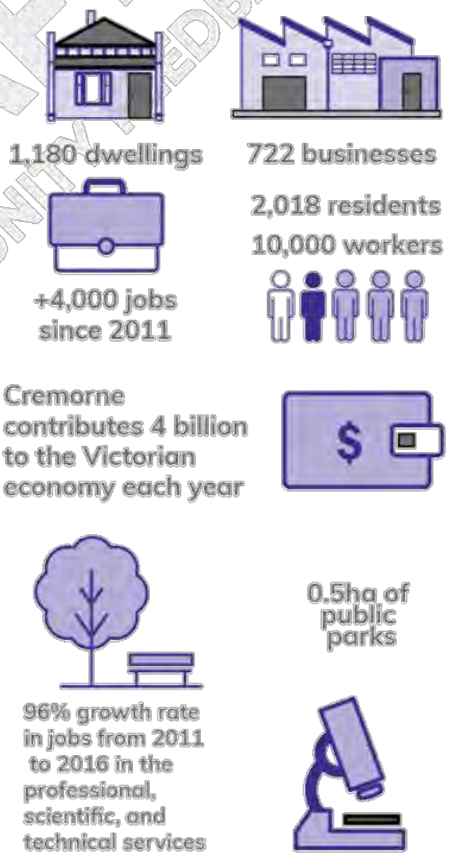


Image 2 - Yarra River corridor

Today, opportunities to enhance Cremorne's interface with the river, include providing places to socialise and exercise. Experiencing nature is limited by the Monash Freeway (now Citylink), which was constructed in 1962.

Cremorne has emerged as Australia's premier destination for local and global technology companies. Annually, it is estimated that Cremorne contributes $4 billion to the Victorian economy and provides over 10,000 jobs.

Cremorne's growth as a key centre for business and innovation has led to a significant increase in office and commercial development, with businesses and workers attracted to Cremorne's central location, amenities, heritage buildings, creative atmosphere and sense of community.



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Historical Snapshot

Traditional Owners

The Wurundjeri (Woiwurrung) people inhabit the area surrounding the Birrarung (Yarra River) and Port Phillip Bay (that is now Melbourne) and move around the area according to the weather and availability of food.

1840-1850 - First Subdivision

The area (now known as Cremorne) is subdivided into six long narrow allotments between 1846 and 1849. Colonial Architect Henry Ginn purchases two lots (totalling 10.5 ha) in 1846 and designs and constructs a residence, with established gardens and a lake.

1850-1870 - Cremorne Pleasure Gardens and Cremorne's Pubs & Hotels

Cremorne Gardens (from which the suburb derives its name) opens in 1853. Based on European pleasure gardens, the gardens provide summer entertainment, including dancing, a menagerie, river gondolas and fireworks displays.



Image 3 - Cremorne Pleasure Gardens (ST Gill, 1855)

The railway to Brighton bisects Cremorne in 1857 and briefly includes the Cremorne station at Balmain Street to service the Gardens. The train station closes and is demolished in 1863 - as was the Pleasure Gardens. The area was then developed as a private asylum.



Image 4 - East Richmond Station (c1905)

The East Richmond Railway Station (originally named Church Street) opens in 1860 with the development of the railway to Hawthorn. Punt Road Station (now Richmond station) is relocated to Swan Street in 1859. Swan Street grows as a commercial strip.



Image 5 - Church Street bridge (1914)

A single span iron box-girder bridge at Church Street is constructed in the 1850's. (The current bridge is completed in 1924.) At Punt Road, a punt service operates. (The current Hoddle Street bridge is constructed in 1937-38.)

An influx of population in the 1850s sees a boom of hotels and pubs on street corners. The Yarra Hotel located at 119 Cremorne Street is one of seventeen Richmond pubs operating in 1854. Community services also grow e.g. the Church of England (c1857) – now longer there.

The Barrett Burston Richmond Maltings site is initially developed as a brewing and malting site in 1850. The barley silos are added in the 1950s and 1960s. The Nylex Plastics clock, above one of the silos, is installed in 1961.

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Image 6 - Former Yarra Hotel (Cremorne Street)

1870-1900 - Emerging industries and growing community

The banks of the Yarra become home to many noxious industries, such as tanneries and soap makers, as well as the Richmond Power Station, which opens in 1891.

In 1884, the asylum on the site of the former Cremorne Gardens is purchased and subdivided for residential purposes. The houses are largely small cottages to house local workers.

The Cremorne State Primary School on Cremorne Street is built in 1878. By August 1890, the school's enrolment number had reached 662 pupils. (The school's buildings now form part of the BKI Campus.) Other schools and community services open in the area e.g 'Scripture Free School'.

1863, 1888 and 1891 sees major floods in Cremorne with Cubitt, Dover, Cremorne and Wellington Streets reportedly completely inundated in the 1891 'Great Flood'.



Image 7 - Bryant and May Complex (c1930)

1900-1980 - Economy Shifts

A rapid expansion of industry occurs at the beginning of the 1900s. The Rosella Factory Complex is erected on the site of the former Cremorne Gardens on Balmain Street in 1905 and the Bryant and May Industrial Complex is built in 1909. Both factory complexes become prominent employers for the working class in Cremorne and Richmond before they are vacated in the 1980s.

In the mid 20th century, the area becomes a location for light industry with hundreds of small to medium-sizes factories, including clothing manufacturers, mechanics, printers and small engineering businesses.

Families move out of the area and parts of residential areas are thought of as 'slums'. Some of the houses fall into illicit uses.



Image 8 - Bryant and May tennis facilities (c1924)

Cremorne's Role Evolves

In 1999, Cremorne becomes a suburb, rather than a locality in Richmond.

In the 2000s, Cremorne is identified as an area for urban renewal and sees major new residential and commercial development along the freeway edge. Yarra City Council resolves to maintain commercial zoning for Cremorne to continue employment uses rather than housing.

Cremorne becomes highly sought after as a business location. Buildings previously used for manufacturing are re-purposed for office, commercial and co-working spaces. Cremorne is now a mix of period and contemporary housing, offices, spaces for creative industries, bars and a diminishing light industrial sector.



Figure 5 - Inner metro context

Strategic Context

Enterprise Precincts

The term 'Enterprise Precincts' is used to recognise areas that play an important role in fostering creative industries, start-ups and small batch manufacturing.

> Enterprise precincts are typically dense, accessible, and amenity rich urban areas that provide fertile ground for business formation and idea development and innovation. They respond to changes in the economy and evolving ways of working more than the more traditional larger floor plate and established businesses.

Unlocking Enterprise in a Changing Economy, 2018

The State Government policy paper, *Unlocking Enterprise in a Changing Economy* (DEWLP, 2018), provides a framework to identify and support enterprise precincts. It includes a checklist of nine factors to assess the potential of enterprise precincts:

- critical mass
- competitive advantage
- quality of place
- diversity and inclusion
- collaboration
- affordability
- infrastructure
- accessibility
- anchor institutions.

The policy paper makes specific reference to Cremorne as a key enterprise precinct for Victoria, with a successful focus on technology, creative industries and co-working spaces. It identifies Cremorne as a pilot enterprise precinct.

The draft UDF has been prepared in the context of Cremorne as a successful, maturing enterprise precinct – already home to innovative unicorn companies, small and medium enterprises (SMEs), start-ups, scaleups, urban manufacturers, social enterprises and creative industries that make up the emerging economy.

Cremorne Place Implementation Plan 2020 (CPIP)

The CPIP, developed by the State Government and Yarra City Council, presents a vision for Cremorne and strategic directions and targeted actions for delivery by state agencies and council to guide future investment. The CPIP identifies opportunities and possible actions including:

Economy and innovation:

- building partnerships to activate the local economy
- addressing commercial workspace affordability to sustain start-up and scale-up businesses, and small and medium enterprise growth in the precinct
- upgrading infrastructure necessary for a thriving enterprise precinct ie access to the high-capacity digital infrastructure
- exploring mechanisms to support creative industries spaces within Cremorne.

Public and open space:

- unlocking opportunities for additional public open space and public realm enhancements in new developments
- investigating the potential to convert on-street car parking to public open space in support of other initiatives such as priority walking and cycling routes
- improving connections to existing open spaces and the Yarra River.

Buildings:

- updating the existing City of Yarra's Urban Design Framework
- providing certainty and consistency for built form guidance to balance residential amenity with commercial development

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- investigating the introduction of interim built form planning controls to address the critical policy gaps whilst preparing long term planning provisions on these matters
- working with owners of strategic sites (private and government) on redevelopment masterplans to maximise public amenity for the community.

Transport and movement

- increasing use of public transport through better access and infrastructure investment
- prioritising key locations for improved pedestrian and cycling connections
- promoting the most efficient management and use of car parking supply, including undertaking a review of car parking provisions in Yarra Planning Scheme
- investigating the opportunity for reduced speed limits and pilot other innovative solutions, safer street layouts and line marking to improve safety for pedestrians and cyclists.

Cremorne Digital Hub

In August 2022, the State Government announced a consortium led by Artesian Venture Partners, the University of Melbourne, RMIT University and La Trobe University has been selected to establish the Cremorne Digital Hub. The site for the hub is 80 Balmain Street.

The Victorian Government will invest $10 million in the hub. It is intended to drive the growth of Victoria's tech sector and develop and position the Cremorne precinct as a top global destination for innovation and technology. The digital hub will deliver a range of activities including community building and knowledge sharing events, digital skills training and custom education, research and innovation, and a range of start-up and commercialisation activities including the establishment of the Cremorne Venture Capital Fund.

Planning Framework

Plan Melbourne 2017-2050

Plan Melbourne provides the planning strategy for metropolitan Melbourne - guided by nine principles and seven outcomes. It's directions are implemented in state and regional planning policy in the planning scheme. Outcomes and directions of relevance to Cremorne, include:

- supporting precincts for business and education that are productive, have capacity to grow and stimulate economic growth
- improving access to jobs across Melbourne and closer to where people live
- developing an integrated transport system that connects people to jobs and services and goods to market
- improving public and active transport connections
- creating a distinctive and liveable city with quality design and amenity
- ensuring quality design and amenity with a focus on more public places
- respecting Melbourne's heritage
- developing Melbourne as a sustainable and resilient city.

Melbourne Industrial and Commercial Land Use Plan 2020

Melbourne Industrial and Commercial Land Use Plan 2020 sets out a planning framework for industrial and commercial land across metropolitan Melbourne. The plan recognises Cremorne as emerging as one of Melbourne's premier destinations for creative design, particularly tech and digital design.

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Yarra Planning Scheme

State Planning Policy in the Planning Scheme does not explicitly refer to Cremorne as an enterprise precinct or define what an enterprise precinct is. Clause 17.01-2S supports 'the development of enterprise precincts that build the critical mass of employment in an area, leverage the area's public and private sector economic competitive strengths and assets, and cater to a diversity of employment types and scales'.

Current local planning policies do not identify Cremorne as an enterprise precinct but seek to increase the number and diversity of local employment opportunities (Clause 21.04-3 Industry, office and commercial).

Clause 21.08 – 2 Burnley, Cremorne, South Richmond supports the mixed use nature of development in the Cremorne area. In this Clause, Figure 8 identifies non-residential, residential and main road areas in Cremorne.

New planning policy has been developed and adopted by Council which will replace existing local policy in the scheme. Planning Scheme Amendment C269yara, currently awaiting approval by the Minister for Planning, identifies Cremorne as a major employment precinct along with Gipps Street.

It identifies Cremorne as 'an enterprise precinct, emerging as Melbourne's premier destination for creative design, particularly in the tech and digital space. It is home to global companies which sit side by side with small to medium sized firms, start-ups and co-working spaces' (Clause 02.01-8).

Clause 17.01-1L Employment Strategies seeks to maintain and grow employment in Cremorne. Strategies include:

- maintaining zoning that supports the economic function of the major employment precincts.
- encouraging the intensification of employment land
- supporting development that provides high-quality built form outcomes
- supporting development that improves the public realm of major employment precincts, including the provision of or access to public open space.
- supporting improvements to pedestrian environments
- managing transport within, to and from the major employment precincts, including prioritising walking, cycling and public transport over car-based transport.

Residentially zoned land in Cremorne is identified as minimal and incremental change areas which provide limited housing growth. The Richmond Maltings site is identified as a major regeneration area.

Yarra (River) Strategic Plan (Burndap Birrarung burndap umarkoo)

The Yarra Strategic Plan, released in February 2022, provides a long-term vision for the management of the Yarra River and its lands. It was developed in partnership with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.Melbourne Water is the lead agency responsible for implementing the plan. However, Yarra City Council has committed to helping to implement the plan in partnership with the Traditional Owners and will continue to collaborate with Melbourne Water.

Cremorne is within the Inner City Reach – Urban area. The plan identifies the need for improved access to and over the river. It includes directions to set development back from the river's edge and adjoining parklands to maintain views; apply integrated water management principles to improve water quality and enhance flood protection; and provide additional open space and expand pedestrian and cycling trails.

As part of the preparation of the plan, planning controls to protect the river corridor were progressed by the State Government. In April 2021, the permanent controls (Design and Development Overlay Schedule 1 - DDO1) were approved for sites along the Yarra River. They ensure new buildings are appropriately set back from the banks of the Yarra River and adjacent public open space to avoid overshadowing and light spill of the river corridor.

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Yarra Strategies and Plans

The draft UDF has been informed by a number of strategies and plans prepared by Yarra City Council. The key strategies and plans are summarised below.

Strategy / Plan	Description
Yarra Spatial Economic and Employment Strategy 2018	The *Yarra Spatial Economic and Employment Strategy (SEES)* sets the strategic directions for the management of Yarra's employment lands over the next 10 to 15 years. It identifies Yarra's economic strengths and key trends and economic drivers into the future. It underpins new policy in the Yarra Planning Scheme. The SEES identifies Cremorne as a Major Mixed Employment Precinct with significant capacity to accommodate commercial growth. It notes Cremorne has transitioned from a former industrial precinct to become a significant commercial node with small innovative manufacturers, with a significant institutional asset in the Bendigo Kangan Institute. The SEES seeks to retain and grow major employment precincts. It recommends housing growth is accommodated elsewhere in the municipality to retain the integrity of the employment precincts. It recommends the retention of the Commercial 2 Zone (C2Z) for Cremorne.
Yarra Economic Development Strategy 2020-2025	The *Economic Development Strategy* provides an action plan for Yarra's continued economic development - supporting its existing business community, protecting and enhancing areas of competitive advantage and improving the liveability characteristics of the municipality. The strategy identifies that the majority of employment within Yarra is situated in Richmond and Cremorne. It identifies Cremorne as a creative industry and technology hub, with a large amount of co-working spaces. It expects Cremorne to continue to see a strong demand for office floor space.
Yarra Housing Strategy 2018	The *Yarra Housing Strategy* guides the location of housing growth in the municipality and underpins new housing policy in the Yarra Planning Scheme. The strategy identifies Cremorne as a key employment area that should be retained for employment and economic uses. It identifies locations for housing growth in areas where land is zoned residential, higher change around the Maltings site and minimal change, elsewhere.
Yarra Climate Emergency Plan 2020-2024	The *Yarra Climate Emergency Plan* provides a direction and actions for Council in response to the climate crisis. It outlines how Council can work with and advocate to other levels of government, business and the community to address the climate crisis. The plan highlights the opportunities to reduce emissions within commercial buildings. It acknowledges Cremorne/Richmond as one of the areas within Yarra with the fastest growth in commercial office space.
Yarra Nature Strategy 2020-2024	The *Nature Strategy* provides direction in decision making on biodiversity and sustainability of flora and fauna habitat across the municipality. It acknowledges the importance of the Yarra River for the municipality's biodiversity and the need to enhance the waterway habitat along the Cremorne boundary.
Yarra Urban Forest Strategy 2017	The *Yarra Urban Forest Strategy* provides a framework to manage Yarra's street and park trees. It seeks to enhance Yarra's urban forest, improve liveability and mitigate the impacts of the urban heat island effect. It sets a tree canopy target to 2040 and identifies areas for priority planting.
Swan Street Streetscape Master Plan 2022	The aim of the *Swan Street Streetscape Master Plan* is to guide the design and delivery of future streetscape and public realm improvements. The Master Plan identifies a number of streetscape improves along the southern side of Swan Street.

Strategy / Plan	Description
Moving Forward: Yarra's Transport Strategy 2022-32	The *Transport Strategy* is a 10-year multi-modal strategy that seeks to deliver an innovative, efficient, sustainable and accessible transport system for Yarra. It outlines Yarra City Council's policies, priority infrastructure outcomes and other supporting activities to meet the aspirations of the community. Relevant strategic directions include: allocating road space to preferred transport modes and other activities; reducing traffic speeds and volumes on Yarra's streets and eliminating and reducing barriers to movement for all members of the community. It identifies improvements to Cremorne's walking and cycling network in the New Deal for Cycling and New Deal for Walking. It also identifies public transport advocacy, including upgrading Richmond Station a primary multi-modal interchange hub, improving the capacity on the Burnley line and upgrading tram stops to be accessible for all.
Yarra Open Space Strategy 2020	The *Yarra Open Space Strategy* provides an overarching vision and direction for the future provision, planning, design and management of open space in Yarra to 2031. The strategy forecasts a substantial increase in the resident and worker population in Cremorne. It highlights a lack of open space west of Church Street. A key recommendation is to provide new small neighbourhood, local and small local open spaces in Cremorne to cater to projected additional workers and residents.
Swan Street Structure Plan 2014	The *Swan Street Structure Plan* provides a vision for the Swan Street Activity Centre. It was used, alongside more detailed strategic work, to inform built form controls for Swan Street which are now in the planning scheme. The plan provides directions on proposed built form controls, public realm and access/movement improvements and preferred land uses. Cremorne was part of the study area. The plan identifies building heights of predominately four storeys in commercial areas in Cremorne West and five to six storeys along Church Street corridor. It recommends the retention of commercial zoned land, with the exception of the River Edge Precinct, where it expects a mix of residential and commercial uses around the Maltings site. It identifies Church, Cremorne, Balmain and Gough Streets as locations for street tree planting and enhancements. A series of proposed pedestrian and cycle links are identified. The strategy recommends the enhancement of existing open spaces and recommends new open space but does not identify locations.
Cremorne and Church Street Precinct - Urban Design Framework 2007	The *Cremorne and Church Street Precinct - Urban Design Framework 2007* was developed in response to the Victorian Government's metropolitan strategy, Melbourne 2030 and development pressure in Cremorne. The 2007 UDF provides a vision and high level objectives for land use, built form, public realm and access and movement. Seven locations are identified where growth is likely to occur - along Punt Road, BKI and its surrounds, surrounding the Richmond and East Richmond Stations, commercial land along the river and immediately on the eastern side of the Railway. It recommends heights ranging from three to five storeys in most areas of Cremorne and less than three storeys in residential areas. Taller heights were encouraged on the Richmond Maltings site. The 2007 UDF proposes a series of pedestrian priority and cycle streets (Cremorne, Kelso, Gough, Balmain and Chapel Streets), along with a series of proposed locations for footpath widening and intersection activation. Green Street is identified as a key cycle / pedestrian route along with the Main Yarra River Trail. A series of potential public open spaces are identified on key strategic sites such as the Bendigo Kangan Institute and VicTrack land on the eastern side of the railway. The 2007 UDF includes high level design objectives for key strategic sites that include through links and public open space locations.

Developing the Framework

The draft UDF has been informed by the community engagement, Cremorne Place Implementation Plan (CPIP) and several background studies.

Engaging with community and stakeholders

Previous community and stakeholder engagement has informed the development of the draft UDF, including the consultation undertaken by the Victorian Planning Authority (VPA) and Yarra City Council during the development of the CPIP.

Further consultation will be undertaken as part of the finalisation of the Draft UDF.

There will also be other opportunities to have a say about the implementation of the draft UDF through the planning scheme amendment process and the design and delivery of projects.

What have we heard so far?

Community engagement was first undertaken in November-December 2019 to inform the preparation of the Cremorne Place Implementation Plan (CPIP). The Cremorne Creating a Future Vision: Issues & Opportunities Paper, November 2019 was prepared by the Victorian Planning Authority (VPA), along with Yarra City Council, to help facilitate discussions with the community.

It identified the key issues and opportunities in Cremorne and sought community input on a new vision for Cremorne and the priority actions to be included in the CPIP.

A summary of the key findings across the overarching themes of the Issues and Opportunities Paper has been provided.



Figure 6 - Timeline of the development of the Cremorne Place Implementation Plan and Urban Design Framework

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Impacts of COVID-19

With COVID-19, the policy context of Cremorne has not changed, with all levels of Government committed to maintaining Cremorne's employment focus. The UDF will help Cremorne to embed continued resilience through actively responding to new and ongoing economic, climate and amenity challenges. The pandemic has also provided opportunities to trial changes to the public realm. The projects delivered during the pandemic have provided business and community with an opportunity to see the outcomes that are possible through street environment changes.

Summary of CPIP Issues and Opportunities Paper consultation



Economy and Innovation

- Commercial zoning was recognised as having helped pave the way to Cremorne's success as a business precinct, by providing certainty for business growth and investment.
- The Bendigo Kangan Institute (BKI) Cremorne campus provides opportunities for affordable workspace, public open space, and community facilities, business synergies and education that supports technology industry skills development.
- Further support is required to underpin business affordability.



Public and Open Space

- There are opportunities for underutilised government land to be repurposed, particularly for open space.
- A greener Cremorne could be achieved through a range of options including improved access to existing public space, more public space and public realm improvements, associated with new developments.
- More open space is required to cater for the needs of the growing community but acceptance that space is limited. Maximise opportunities for small and creative improvements to the public realm and open space.
- There are opportunities to create more open space by removing on-street car parking. However, car parking space is a sensitive and complex issue that requires careful consideration by Yarra.



Transport and Movement

- Sustainable travel should be strongly promoted to manage increasing travel demands.
- Big ideas are needed in addressing the access and movement issues to and within Cremorne. Improved access to public transport is needed, including the upgrading of pedestrian links to Richmond and East Richmond stations.
- The quick implementation of improved road safety measure is needed, including traffic calming measures and the trialling of reduced speed limits.



Buildings

- Development should contribute to public amenity and new public spaces.
- There is a need for a long term and strategic approach to development that considers sustainability, scale, design quality, overshadowing, local heritage, and character.
- The vibrancy of having a mix of businesses and services throughout Cremorne is a key characteristic and strength of the area.

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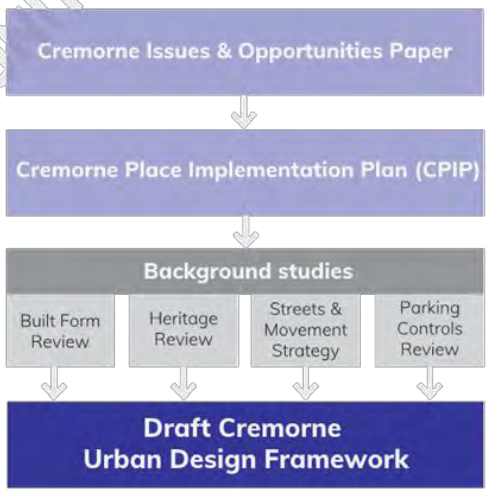
Background Studies

Several background studies were undertaken to support and inform the draft UDF. They are:

- Built Form Review and Recommendations (Hodyl & Co, May 2022)
- Heritage Review and Recommendations (Trethowan, October 2021)
- Streets and Movement Strategy (Martyn Group & Hansen Partnerships, June 2020)
- Parking Controls Review (Traffix Group, July 2020).



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Part Two:
Framework
This section details the objectives and actions across the five themes to help deliver the vision for Cremorne.

Theme 1: A place to create, innovate and live

Cremorne will continue to grow as a global innovation precinct supported by places to live, shop and spaces to enjoy. This vibrant mix of uses will support the emerging economy and help to create a diverse and accessible place with great amenity for workers, residents and visitors.

Challenges and opportunities

Over the last decade, Cremorne has evolved into Melbourne's tech and innovation hub. Professional, scientific, and technical services have grown 96% since 2011, with information media and telecommunications services making up the largest tenancy mix (36%). Anchor institutions such as Bendigo Kangan Institute (BKI), Tesla, Carsales.com, MYOB, Red Energy, Seek and REA Group have chosen Cremorne as their base.

Cremorne is also a successful creative neighbourhood, with 106 creative spaces and a density of 0.7 creative spaces per hectare. The creative industries with the highest representation are design, photography, fashion, and publishing. Cremorne's economic success has been driven, in part, by its competitive advantages, including:

- favourable zoning and development opportunities (particularly the availability of land in the Commercial 2 Zone)
- industrial heritage and opportunities for re-use and adaptation of heritage buildings
- strategic location – proximity to the Central City and eastern suburbs
- transport connectivity
- public transport and cycling infrastructure
- strong lifestyle attributes and vibrant precincts
- recognition for creative and tech-based enterprises.

As competition for talented workers increases, particularly in the technology and creative sectors, Cremorne's advantages provide an edge over more traditional and formal working environments across Melbourne. It is expected that strong demand for employment floorspace in Cremorne will continue.

Cremorne Digital Hub

In August 2022, the State Government announced a consortium led by Artesian Venture Partners, the University of Melbourne, RMIT University and La Trobe University has been selected to establish the Cremorne Digital Hub. The site for the hub is 80 Balmain Street within the Railway Precinct.

The Victorian Government will invest $10 million in the hub. It is intended to drive the growth of Victoria's tech sector and develop and position the Cremorne precinct as a top global destination for innovation and technology.The digital hub will deliver a range of activities including knowledge sharing events, digital skills training and custom education, research and innovation, and a range of start-up and commercialisation activities including the establishment of the Cremorne Venture Capital Fund.

Creating and retaining affordable workspaces

Affordability was one of the main attractions in Cremorne's early success and is now an important factor in maintaining the precinct's diversity, vibrancy and creativity, all of which are critical drivers of innovation.

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Strong demand, undersupply and low vacancy rates have given rise to strong rental growth in Cremorne. In 2015 the rent for office space in Cremorne was $300-320/sqm, whereas in 2019 (pre COVID19) it was $600-620/sqm (an 88 per cent increase). These rents are now comparable to Central City rates. Start-up enterprises and creative industries are the most vulnerable to being priced out of Cremorne. For new enterprises, the first few years of their existence is when they are most vulnerable, due to constrained access to both capital and revenue. In the case of the creative industries, many workers operate on a lean basis for an often-indefinite period. The continued availability of affordable and flexible workspace is required to support the formation and continued growth of these industries in Cremorne.

Retaining commercial and employment uses in Cremorne

Planning zones in the planning scheme guide land use and development. Most of Cremorne's employment activity is contained within Commercial 2 Zone (C2Z) - the precinct's main land use zone (Figure 8). The C2Z allows for a wide range of business-related activities, however it prohibits other uses, such as residential that could undermine its employment focus.

The availability of flexible and adaptable employment land in Cremorne, over the last decade has allowed for the rapid evolution and adaptation of economic activity towards knowledge-intensive and service-based economic activities. The retention of C2Z land within Cremorne will protect the precinct's potential for future employment growth.

Reimagining the Bendigo Kangan Campus

This important education and training resource and key site is strategically located in the centre of Cremorne. The large site (1.3 ha) includes five buildings situated around two large central at-grade car parks. Bendigo Kangan Institute's Creative and Digital Skills Campus offers courses in fashion, fashion business (buyer/forecasting), hairdressing, beauty, business, security and cyber security. The site presents an opportunity to connect with Cremorne's growing tech industry and large employees (such as MYOB, Seek, REA). Transitioning to a digital, technology and creative offering will create a place where students, re-skillers, entrepreneurs and industry can learn and collaborate. There is also an opportunity to ensure the campus is more outward looking and connects with the wider community.

Protecting residential uses

Cremorne's residential zones, although not employment generating zones, play an important and complementary role to its enterprise and innovation function by contributing to Cremorne's overall liveability, vibrancy, and land use diversity. The Neighbourhood Residential Zone (NRZ) and General Residential Zone (GRZ), in particular, protect and maintain the character of Cremorne's distinct, sensitive, low-scale residential areas.

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Continuing to grow Cremorne as Melbourne's premier global innovation precinct. (Objective 1.1)
- Supporting affordable workspaces and the diversity of creative and innovative businesses. (Objective 1.2)
- Providing the digital infrastructure to grow Cremorne as a centre for innovation and technology. (Objective 1.3)
- Supporting Bendigo Kangan Institute (BKI) campus as a creative and digital education and community hub in the heart of Cremorne. (Objective 1.4)
- Recognising the commercial, employment, retail and residential roles of different precincts in Cremorne. (Objective 1.5)

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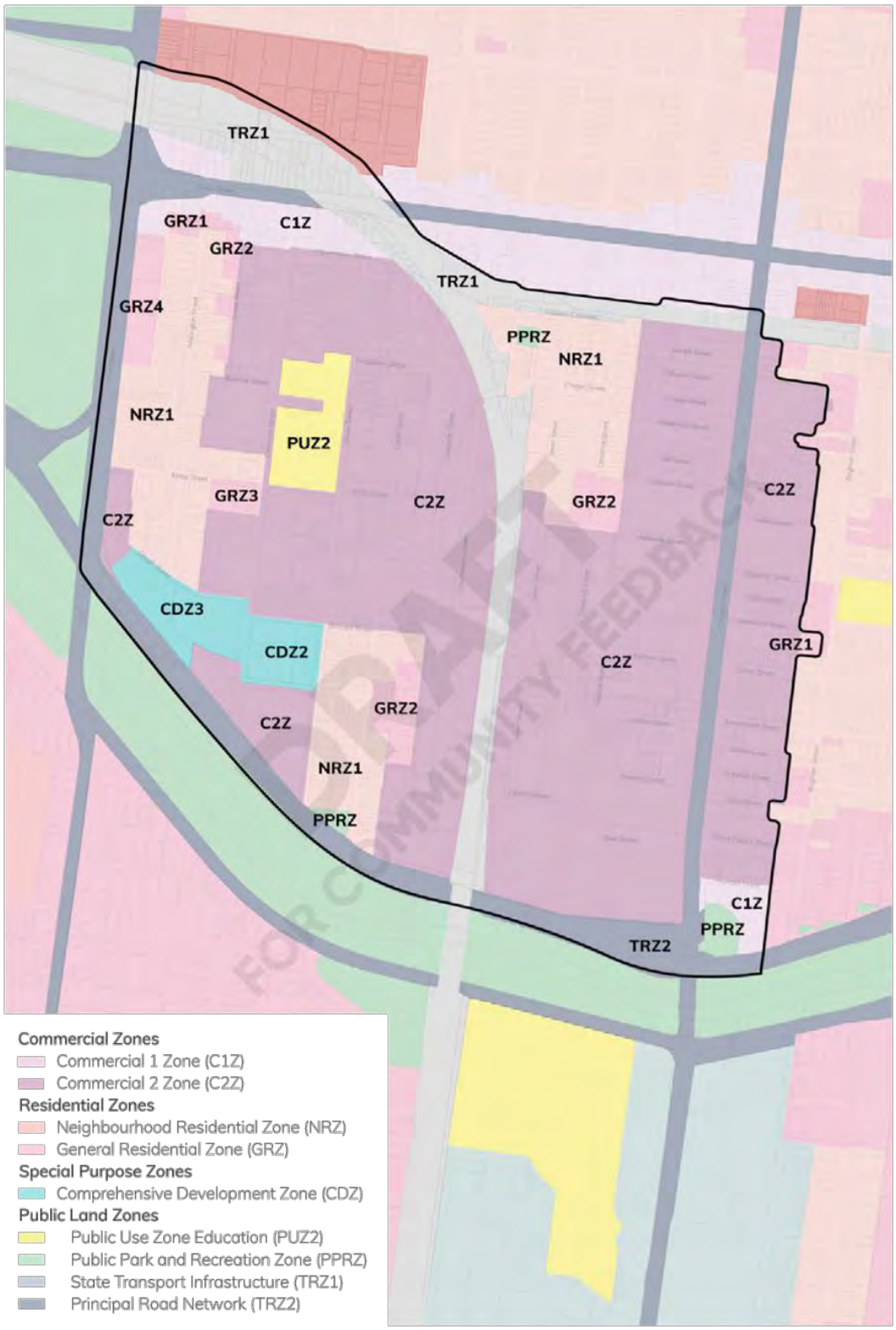

Figure 8 - Zoning

Objective 1.1 Continue to grow Cremorne as Melbourne's premier global innovation precinct.

Better recognising 'enterprise precincts' in State / regional planning policy

Proposed new policy in the Yarra Planning Scheme recognises Cremorne is an enterprise precinct, emerging as Melbourne's premier destination for creative design, particularly in the tech and digital space.

State policy at Clause 17.01 Employment (Clause 17.01-2S Innovation and research) includes a strategy to support the development of enterprise precincts to create opportunities for innovation and the knowledge economy. However, State and regional policy does not specifically recognise Cremorne or the concept of enterprise precincts as places of state or metropolitan significance, even though they are the focus of investment and growth in Victoria.

Enterprise precincts play a critical role in Victoria by providing land for business formation and idea development. Their ongoing success requires state and regional planning policy support and strategic direction.

Providing detailed planning policy to guide decision making

There is an opportunity for Yarra to introduce a new integrated, placed-based policy for the Cremorne Enterprise Precinct, based on the CPIP and this draft UDF into the planning scheme. The policy would help implement the strategic vision for Cremorne by providing specific direction on economic activity, built form and heritage, access and movement and the public realm.

Retaining the Commercial 2 Zoning in Cremorne's commercial precincts

Cremorne's Commercial 2 Zone (C2Z) has helped pave the way to Cremorne's success as a business precinct, by providing certainty for business growth and investment. The continued retention of C2Z land within Cremorne will protect the precinct's potential for future employment growth.



Image 9 - Employment activity flows out onto the streets

Future of strategic sites

The draft UDF identifies key strategic sites where further strategic planning investigations are required to determine if alternative land uses, economic activities and built form outcomes are appropriate.

Any future rezoning of employment land would be informed by the Yarra's two key spatial strategies, the Spatial Economic and Employment Strategy and the Yarra Housing Strategy and must be supported by sufficient strategic justification and demonstrate how the proposed rezoning and subsequent development provides benefits to the community (refer to Objective 5.5: Create blueprints for the redevelopment of strategic sites).

Fixing zoning anomalies

There are two identified zoning anomalies in Cremorne, where two zones apply to a single site. The zoning of sites with two zones should be corrected to provide clear direction on future use and development.

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Actions

1.1.1 Retain Commercial 2 Zoned land to maintain and grow employment in the Cremorne Enterprise Precinct.

1.1.2 Prepare a planning scheme amendment to introduce new planning policy into the Yarra Planning Scheme that introduces place-based policy that supports Cremorne as a vibrant, diverse, accessible and high amenity enterprise precinct and includes specific policy on economic activity, built form and heritage, access and movement and the public realm.

1.1.3 Advocate the State Government to define and recognise the role and function of enterprise precincts within the Planning Policy Framework.

1.1.4 Correct zoning anomalies:

- 20-26 Brighton Street, Richmond – change rear of the site from C2Z to GRZ2
- 549-555 Church Street, Richmond – change the rear of the site from GRZ2 to C2Z.

NB Other zoning anomalies may also be identified.

Objective 1.2 Support affordable workspaces and the diverse range of creative and innovative businesses in Cremorne.

Retaining and creating affordable spaces

Opportunities exist for state and local government to ensure that Cremorne remains accessible and affordable for start-ups and creative industries. There is an opportunity for Yarra City Council to work with the Victorian Government on programs that address the issue of retaining affordable workspaces. For example, Council's Room to Create supports affordable workspaces for artists and advocates for additional affordable spaces.

Initiatives to retain, create, and support affordable workspaces need to be underpinned by robust State-led planning policies and guidelines. It is the role of State Government to prepare a wider policy framework to support the creation and ongoing management of affordable workspaces.

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Image 10 - Warehouses converted to commercial tenancies

Supporting co-working spaces

Co-working spaces have emerged in high rent locations such as Cremorne to minimise individual rental costs. Co-working spaces are typically open-plan offices that create a community in which 'non-standard' workers, freelancers and early-stage entrepreneurs come together in the same space to provide support and social interaction.

Supporting Cremorne's Digital Hub

The Cremorne Digital Hub in Cremorne will deliver programs and activities (via a virtual and physical presence in Cremorne) that lift capability, stimulate tech adoption and problem-solving, support business growth, attract investment and create jobs.

The CPIP (at Page 21) identifies the Digital Hub will deliver benefits such as:

- more advanced technology skills available to meet the needs of local businesses
- a home for collaborative advanced technology industry projects
- drive stronger connections across Victoria's technology ecosystem
- attract further technology related investment in the state and stimulate creation of new jobs
- enhance Victoria's reputation as a digital tech centre and create global opportunities
- attract international experts and foreign direct investment.



Image 11 - Future location of the Digital Hub

Actions	
1.2.1	Strongly advocate to the State Government to provide further planning guidance and best practice models for the delivery of affordable workspaces for creative and innovation industries necessary for the desired economic activity.
1.2.2	Advocate to the State Government to adopt a state-wide definition of affordable workspace and creative neighbourhoods.
1.2.3	Support the growing role and utilisation of co-working spaces in Cremorne by supporting existing operators.
1.2.4	Support the establishment of the flagship Digital Hub in Balmain Street in Cremorne.
1.2.5	Work with the Department of Jobs, Precincts and Regions (DJPR) to advocate for State Government investment attraction, infrastructure delivery, workforce and destination development.
1.2.6	Establish a Cremorne Industry Network Collective (CINC) to share knowledge, thought leadership and access to digital tools and resources, and explore partnership, innovation and entrepreneurship opportunities.
1.2.7	Monitor the growth and change in the employment precinct by monitoring changes in commercial office floorspace, employment growth, planning permit activity and rents.

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Objective 1.3 Provide the digital infrastructure to grow and support Cremorne as a centre for innovation and technology.

Digital infrastructure is one of identified success factors of Enterprise Precincts (Unlocking Enterprise in a Changing Economy, DEWLP 2018). Providing the necessary utilities and infrastructure is central to supporting connectivity, collaboration and innovation. There is an opportunity to integrate digital and smart infrastructure in Cremorne in line with the *Yarra Smart City Vision*.

Access to high-capacity digital infrastructure is needed to support innovation and business productivity in Cremorne. For example, the competitive supply of high-capacity broadband networks (i.e. 5G and future networks).

Smart infrastructure activates technologies at the street level, enabling data collection and the potential for innovation. Technologies include multi-function smart poles that discretely house LED lights, environmental and movement sensors, WIFI and other Smart City services. A network of sensors would enable real-time data to better understand the urban environment, inform planning and investment.

Actions	
1.4.1	Investigate 5G opportunities across Cremorne as a way to provide access to the high-capacity digital infrastructure.
1.4.2	Support the provision of 'smart' infrastructure within Cremorne to enable innovation, investment and data activation.

Objective 1.4 Support a refreshed Bendigo Kangan Institute (BKI) campus as a creative and digital education and community hub.

The future renewal of BKI offers an opportunity to transform the campus into a sustainable, vibrant, accessible anchor institution that benefits BKI and the broader community.

The BKI Campus, at the heart of the precinct, would become creative and digital education and community hub for the Enterprise Precinct. New education facilities and new public spaces would wrap around the historic former Cremorne Primary School buildings and welcome the wider community into the campus.



Image 12 - BKI Campus corner Cremorne & Kelso Streets

There is an opportunity for Yarra City Council and BKI to work together to support education, training, economic, social, environmental and transport outcomes within Cremorne.

A partnership between Council and BKI will improve collaboration on a range of areas, including:

- addressing the strategic vision for Cremorne as a digital, technology and employment hub
- connectivity within the precinct and the surrounding neighbourhood
- brokering relationships that can assist in realising the strategic vision of BKI, Cremorne and the wider Yarra community.

Enhancing connections with industry

Large education and research institutes can play a large role in creating physical environments that stimulate enterprise and innovation within our economy. There is an opportunity to build on BKI's reputation as a centre for fashion and grow its capacity in digital skills and tech training and maximise industry and engagement collaboration within the campus. For example, through flexible multi-purpose spaces that could be used by BKI, industry and the community or providing training specific to industry and local needs.

An inviting campus

BKI could become a vibrant campus experience with spaces in which the community can connect with staff, students, industry and each other.

The site's frontages to Cremorne, Dover and Kelso Streets and the centralised location mean the site has the potential to be the heart of Cremorne - a key destination that encourages you to linger and stay, as well as to move through.

Key to this is the development of community spaces and open space. A major opportunity would be to develop the southern carpark (adjoining the former Cremorne Primary School) as an exciting new piece of public open space linking Cremorne and Dover Streets with the heritage building forming its setting.



Image 13 - Potential location for new open space

The wider site however has the potential to provide a range of open space opportunities, each providing different experiences and fulfilling different needs. Publicly accessible rooftop spaces or other linear open spaces could form part of the creative vision for the site.

Actions

1.4.3 Build on the existing partnership between BKI and Yarra City Council to strengthen Cremorne's place as a premier location for innovation and digital technologies, including BKI's role in supporting education and training opportunities aligned to this sector.

1.4.4 Facilitate relationships between BKI students and Yarra businesses to enable students to develop pathways to local employers.

1.4.5 Support BKI's plans to grow and develop new education and training offerings aligned to digital technology and innovation.

1.4.6 Promote local education and training opportunities offered through BKI to the community.

1.4.7 Strongly advocate for the establishment of public open space on the BKI campus. The campus should offer flexible spaces for both BKI staff and students and the wider community.

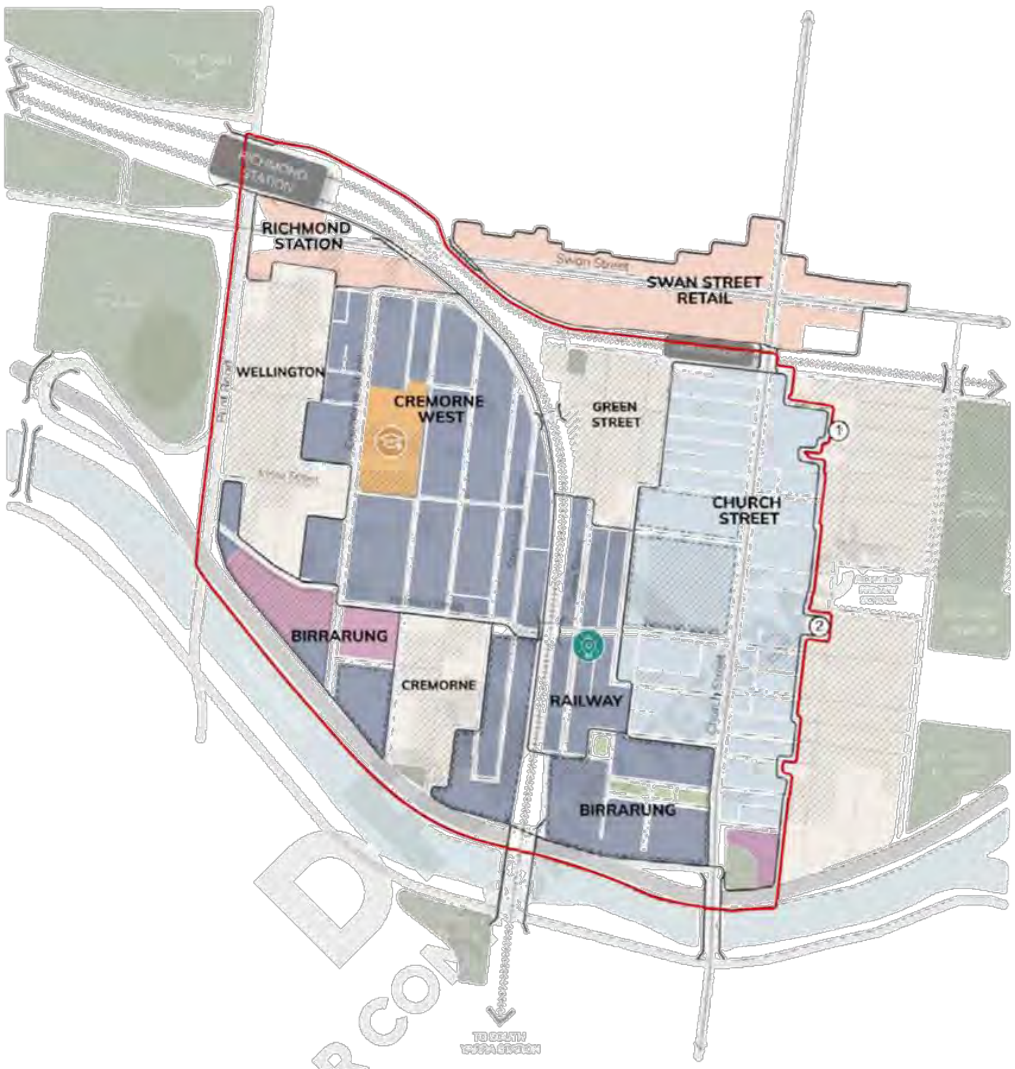

Figure 9 - Land Use Framework

Objective 1.5 Recognise the commercial, employment, retail and residential roles of different precincts in Cremorne.

Cremorne includes a broad mix of land uses across the suburb - this mix of business and inner urban living makes Cremorne a unique place to work and live.

Cremorne's commercials precincts

Cremorne has transitioned from a former industrial precinct to a unique and diverse employment base with a national reputation as a base for tech and creative sector firms.

The Cremorne West Precinct, Railway Precinct and parts of the Birrarung Precinct will support commercial activities ranging from small innovative manufacturers to corporate head offices. The Cremorne West Precinct includes the BKI campus. The Railway Precinct will be the location of the Cremorne Digital Hub. Both precincts include cafés, bars, restaurants and other retail uses that support businesses and social activities in the area.

The Church Street Precinct sits either side of a north-south tram corridor and connects into South Yarra. As well as a location for headquarters and large office developments, the strip has a focus on showrooms. However, unlike other homemaker-oriented shopping centres, it provides a unique offer including high end retail. It is also home to a number of high quality cafes, restaurants and bars. It will continue to function as an important retail and commercial corridor.



Image 15 - Commercial buildings on Cremorne Street



Image 14 - Residential cottages on Cubitt Street

Residential precincts

Cremorne includes three residential pockets (Wellington Precinct, Cremorne Precinct and Green Street Precinct) with low rise houses, which includes heritage cottages and terraces and contemporary townhouse developments. The three residential areas are predominately covered by the a Heritage Overlay.

The residential precincts are zoned, Neighbourhood Residential Zone (NRZ) and General Residential Zone (GRZ). Maximum height limits of 9m (two storeys) apply in the NRZ and heights of 9m-11.5m (up to three storeys) apply in the GRZ depending on the location.

There are existing detailed planning and building requirements which guide development within these areas. The purpose of including these areas in the draft UDF is to protect their established streetscape character.

The draft UDF seeks to ensure that the fine grain character of the residential areas is respected by building scale and design in larger adjoining commercial development.

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Mixed use precincts – Richmond Maltings

The Birrarung Precinct, located along the southern edge of Cremorne, includes a number of strategic sites. The Richmond Maltings strategic site wraps around the famous silos at the southern end of Cremorne Street and forms part of the Birrarung Precinct. It is zoned Commercial 2 Zone and Comprehensive Development Zone (a special use zone) which allows for a mix of uses.

Stage 1 of the Richmond Maltings redevelopment has been constructed. Two residential apartment towers, with a mix of shops, a supermarket and offices are located on the eastern part of the site with frontages to Gough Street and Cremorne Street at 154 Cremorne Street. To the south of Stage 1 on land zoned Commercial 2 (168 Cremorne Street), is the nine storey MYOB building.

Stage 2 occupies the central and north-western part of the site and is south of Gough Street, adjacent to City Link, the Yarra River and Punt Road. This site has not yet been developed. It has a permit for a hotel and various commercial buildings, including offices and a mix of retail, function spaces, cafes and restaurants.

Actions

1.5.1 Update planning policy in the Yarra Planning Scheme to support:

- Church Precinct as a retail and commercial corridor
- Cremorne West, Railway and Birrarung Precincts (except land in the CDZ) as commercial core
- A diverse mix of uses in the Malt Precinct, including offices, retail, cafes and residential uses.

1.5.2 Continue to support the established character of Cremorne's residential precincts.



Image 16 - Nylex Sign and Silos at Richmond Maltings

Theme 2: A leading sustainable and climate resilient precinct

Yarra City Council recognises that the climate emergency presents an unprecedented challenge (globally and locally) and is committed to responding to the climate emergency. Cremorne presents an opportunity to be an ambitious, leading climate resilient precinct as it grows and evolves.

Challenges and opportunities

Climate resilience and emission reduction

Attaining 'zero-net emissions' or 'zero carbon' across Yarra is a key driver of Council's *Yarra Climate Emergency Plan*. It requires that the net carbon (or greenhouse gas) emissions from the entire municipality are equal to zero. This is the same shared goal of the *Victorian Climate Change Act 2017* which also seeks to achieve zero carbon emissions.

Commercial buildings are a key part of Yarra's climate change mitigation response as these buildings emit the most emissions, mainly due to:

- electricity used for heating, ventilation and air conditioning
- lighting
- hot water heating
- running office equipment.

It is anticipated that development in Cremorne over the next decade will largely take the form of commercial office buildings with some retail space.

In Cremorne, leaders in the development industry will need to respond to the growing demand from businesses and the community for zero carbon, healthy and climate resilient workplaces.

Managing the urban heat island effect

The urban heat island effect is the increased temperature in urban areas compared to surrounding rural areas caused by urban development such as roads and buildings. As a highly dense suburb, Cremorne like most of Yarra experiences elevated urban heat. As Cremorne further develops, the impacts of the urban heat island effect may be exacerbated. New development and renewal provides opportunities for new buildings to provide a design response to climate change to improve their impacts on the urban heat island effect.



Image 17 - Urban greening - Rosella Precinct

Greening of public spaces and buildings

Cremorne's streetscapes are a source of urban heat. Trees and canopy cover from vegetation is vital in areas where people may be more affected by extreme heat conditions.

Yarra's Urban Forest Strategy 2017 sets a target for total canopy cover in Yarra to increase by 25% (from 2014 levels) by 2040. Streets and open spaces in Cremorne have the potential for increased tree planting.

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The southern portion of Cremorne is subject by a Significant Landscape Overlay (SLO1) – a specific overlay in the planning scheme which acknowledges the Yarra River (Birrarung) as an area of significance to Victoria. Development that occurs within the SLO1 will need to consider its impacts on the river, the removal of vegetation especially trees, flood management and visual impact.



Image 18 - Established trees - Balmain Street Plaza

Managing water

The sustainable management of water resources will play an integral role in addressing current and future challenges associated with population growth, providing quality open spaces to alleviate the urban heat island effect and ensuring community and environmental resilience.

Yarra's Integrated Water Management Plan 2020-2030, Yarra City Council's response to this, seeks to:

- protect our waterways and local habitat
- improve storm water quality, by reducing pollutants entering our downstream waterways
- reduce the potential impacts of urban flooding
- reduce potable water use and encourage water reuse and efficiency
- support tree growth and greener neighbourhoods
- minimise the heat island effect.

Areas adjoining the river are subject to a specific planning overlay called the Land Subject to Inundation Overlay (LSIO). The LSIO is used identify flood prone land in a river or coastal area affected by a potential 1 in 100 year flood. All development will need to be designed to consider flooding impacts and all permit applications would be referred to the relevant floodplain management authority.

Buildings should be designed with water efficient fixtures and fittings. Alternative water sources such as rainwater tanks and greywater recycling can be used for green infrastructure irrigation and toilet flushing. This will result in reduced use of potable water. Best-practice stormwater management is particularly important in potentially flood affected areas such as parts of Cremorne.

Reducing waste

As Cremorne develops over time managing waste caused both through the development and ongoing waste generated by new workers and residents will be an issue that will need to be managed. As Cremorne is a location where renewal is expected, there are opportunities to improve waste management, especially through the design of new buildings.

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Facilitating and supporting net-zero carbon development throughout Cremorne. (Objective 2.1).
- Creating an urban forest and greening buildings to mitigate the urban heat island effect. (Objective 2.2)
- Integrating water management into Cremorne to support a resilient and liveable precinct. (Objective 2.3)

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Objective 2.1 Facilitate and support net-zero carbon development.

Achieving a zero carbon precinct

Key features of a zero-carbon office development are:

- optimising passive design and working with the local climate to maintain a comfortable temperature inside
- maximising the energy efficiency of appliances, equipment, systems and lighting
- maximising on-site renewable energy generation, including using all suitable roof space for solar photovoltaic with residual electricity demand met from offsite renewable energy sources
- rejecting the use of natural gas, liquefied petroleum gas (LPG) or other fossil fuels onsite
- providing infrastructure that supports zero-carbon transport such as electric vehicles charging stations, bicycle parking and end of trip facilities
- exceeding the National Construction Code minimum requirement for thermal efficiency of the building (the ability of a building to retain warmth in winter or keep cool in summer)
- providing a safe and healthy indoor environment quality that addresses air temperature, natural ventilation, access to daylight, outlook, and minimised air and noise pollution.

The early integration of zero-carbon elements into the design of a building, when the opportunities are greatest, effectively and permanently reduces the emissions of a commercial building. Council is seeking to introduce more sustainable design and zero carbon standards within the planning scheme.

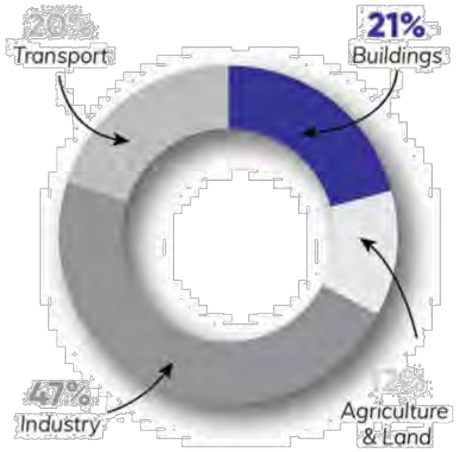

Figure 10 - Australia's emissions by sector (2018) (Source: ClimateWorks Australia)

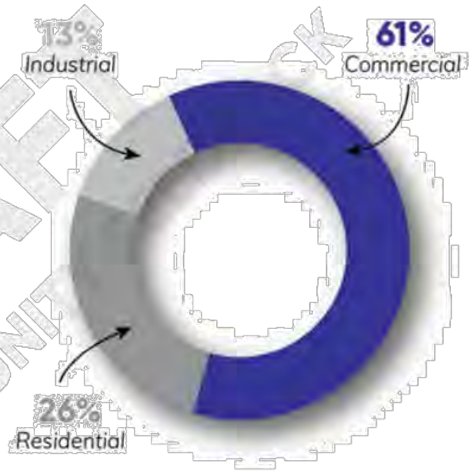

Figure 11 - Stationary Carbon Emissions from Gas and Electricity (2018/19) (Source: CitiPower)

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Reducing waste

As Cremorne continues to develop there will be an increase in waste generation. This is likely to occur through a variety of sources such as construction waste, along with an increase in waste from the increasing worker and resident populations. These issues are unlikely to be resolved at a precinct level and will require a municipal or State-wide approach.

In many commercial settings, Yarra City Council provides little or no collection of business and commercial waste. This is due to significant variations in type and quantity of waste generated and the requirement for specialist, flexible and more frequent services best provided by the many private waste collection companies. It provides some garbage bins on request for domestic type waste. The *Waste Minimisation and Resource Recovery Strategy 2018-2022* outlines Council's approach in engaging with the business community to reduce and manage waste. Council will continue to work with the Yarra's business sector to improve resource recovery outcomes.

The city-wide project, Elevating Environmental Standards in the planning scheme will include objectives and standards to manage waste and resource recovery for new developments. Its aim is to reduce the amount of waste during the construction process while setting up new developments with sustainable waste management practices and designs.

Actions	
2.1.1	Progress the introduction of zero carbon standards for new commercial and residential developments into the Yarra Planning Scheme.
2.1.2	Encourage developments to put in place best practice infrastructure and systems to maximise resource recovery, including options for food waste and electronic waste.

Elevating Environmental Standards in the Planning Scheme

Council has an existing policy to encourage environmentally sustainable design at the planning stage. However, greater standards are needed to reflect changes in technology and to address the urgency for mitigating and adapting to climate change.

Yarra City Council has prepared a proposed planning framework with Council Alliance for a Sustainable Built Environment (CASBE) and 24 Victorian Councils to encourage low to zero carbon developments via changes to the planning scheme. Councils are likely to seek feedback from the community in 2023 through a formal planning scheme amendment.

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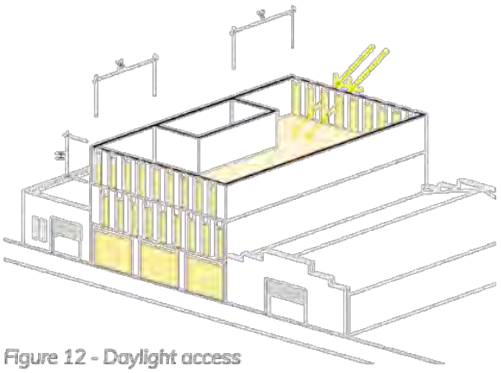

Figure 12 - Daylight access

Buildings with good daylight access reduce their reliance on artificial light and therefore reduce their energy demand. Access to daylight contributes to the internal amenity and to the improved health and well-being of employees.

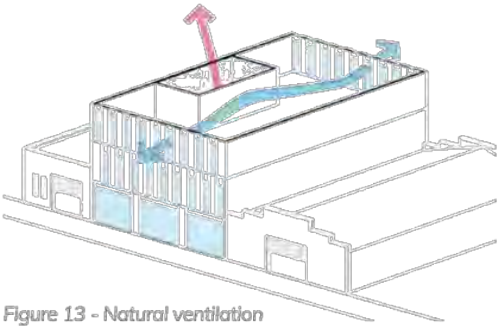

Figure 13 - Natural ventilation

Buildings with good natural ventilation can be cooled down without relying on artificial cooling. Cross-ventilation is the optimal approach to achieving natural ventilation.

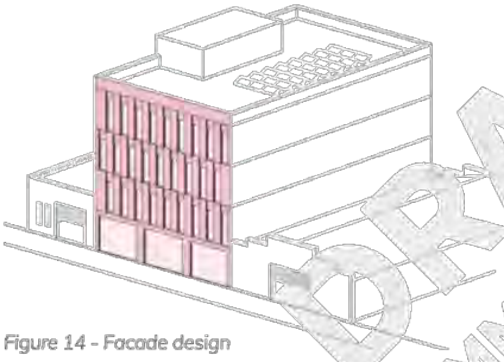

Figure 14 - Facade design

The design of façades can reduce the energy required to make spaces feel comfortable inside (thermal performance). Each facade should be treated according to orientation. The design should consider the size and depth of windows, window glazing treatments and external shading.



Figure 15 - Green infrastructure

Integrated green roofs, walls and facades can reduce the energy required to make spaces feel comfortable inside. Landscaped façades and rooftops can minimise heat gain, reduce storm water runoff, contribute to biodiversity and provide attractive shared spaces.

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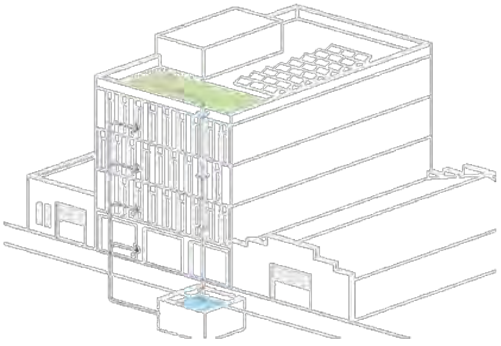

Figure 16 - Water resources

Managing water resources is more sustainable and reduces water costs. This can be achieved by creating on-site water storage, maximising the use of rainwater and water efficient fittings and fixtures.

Objective 2.2 Create an urban forest and green buildings to mitigate the urban heat island effect.

Greening public spaces and streets

Yarra City Council aims to increase tree diversity, climate resilience and tree canopy covering Cremorne by accelerating street tree planting to meet our canopy cover targets. Additional trees in streets and public spaces have multiple benefits, including:

- mitigating the impacts of climate change
- shading and cooling the urban environment improving comfort and amenity
- diversifying the urban forest and improving biodiversity
- increasing surface permeability.

Priority planting program

Council has been undertaking a program of infill street tree planting and renewal in Cremorne. Planting is prioritised in locations of greatest need, considering places of urban heat and areas of low canopy, pedestrian activity zones, tree life expectancy and areas that are significant in terms of biodiversity. Future tree planting locations are subject to detailed site investigations and consultation.

Cremorne's existing street tree species are a mix of exotic and native trees. New street tree planting within Cremorne aims to diversify existing street tree species. The selection of native and exotic tree species responds to the street orientation, built form and available space to accommodate eventual tree canopy height and spread. Drought tolerance and adaptation to future climatic conditions are also major species selection considerations.

Street redesign and upgrades

The redesign and upgrade of key streets presents a significant opportunity for increased street tree planting and urban greening. Key streets identified for upgrades include Cremorne Street, Church Street, Balmain Street and Stephenson Street (refer to Themes 3 and 4). The transformation of these corridors into high quality green streets will contribute to the identity, amenity and sense of place of these streets.



Image 19 - Recent Gwynne Street upgrades

Greening Buildings

New development should incorporate green infrastructure (e.g. green roofs, walls and façades) and maximise green cover through incorporating understorey and canopy planting to maximise cooling.

There is a range of benefits that can potentially be provided by green roofs, walls and façades:

- stormwater management
- reducing the energy required to make spaces feel comfortable inside (thermal performance)
- cooling urban areas and reducing the urban heat island effect
- creating and preserving habitat and ecological biodiversity
- developing visually attractive spaces, increasing open space and the potential for urban food production
- cleaning the air.

It is important to recognise that these benefits are only realised if the roof, wall or facade is planned and constructed well and has the supporting management required to sustain it.

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Green Factor tool

Green Factor is a new tool used to assess planning permit applications, developed by the City of Melbourne and currently being trialled within the City of Yarra. It will also form part of the Elevating Environmental Standards in the Planning Scheme project. The tool is designed to assist applicants in developing their green roofs or walls proposals and to assess and facilitate proposals at the planning permit stage. The purpose of the tool is to increase the vegetation cover on private land.

The tool has been designed to consider a range of building types. It will integrate with Council's sustainable development tool (BESS) which is used during the permit application process.

Actions

2.2.1 Increase street tree planting in identified priority locations, to work towards Council's target to increase canopy by 25% above 2014 levels by 2040.

2.2.2 Through the use of the Green Factor Tool, encourage new development to incorporate the use of green infrastructure (e.g. green roofs/walls/facades).

2.2.3 Embed Urban Forest Strategy principles into the greening of key streetscape redesign projects.

Objective 2.3 Integrate water management into Cremorne to support a resilient and liveable precinct.

Streets and spaces in Cremorne will need to play a greater role in stormwater management and flood mitigation. This means embracing water as part of the character of the area through:

- streets and open spaces that use vegetation, soils and natural processes to manage, treat and reuse stormwater
- the use of alternative (non-potable) water sources, including stormwater harvesting and passive irrigation
- reducing the volume of pollution that enters waterways
- upgrades to existing infrastructure such as stormwater drains.

Integrated Water Management (IWM) is a holistic approach to water management that considers the interactions of all elements of the water cycle including potable (drinking) water, rainwater, stormwater, recycled water and groundwater to ensure they are used to support and enhance social, ecological and economic outcomes.

Approximately 60% of Yarra's land area is hard impervious surfaces which cannot absorb water. This increases stormwater run-off carrying pollutants into waterways and the urban heat island effect.

To improve the quality of the stormwater runoff into waterways, there is the opportunity to investigate stricter measures to increase the volume of stormwater captured, treated, and reused by large commercial and multi-unit developments in Cremorne.

Actions

2.3.1 Investigate the use of Integrated Water Management (IWM) throughout Cremorne and where possible, introduce measures to reduce the flooding risk and impact through infrastructure upgrades.

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Theme 3: Connected and accessible Cremorne

Cremorne supports convenient, safe and sustainable transport modes – walking, cycling and public transport that allows workers, residents and visitors choice and ease of access.

Challenges and opportunities

Cremorne is a relatively small area built around a dense network of narrow streets (many one-way). There is competition for this limited space between all transport modes, street activities, streetscape features (trees, bicycle parking) and on-street parking.

The road network within Cremorne is constrained by:

- limited connections into and out of the precinct, particularly to the north, west and south
- arterial roads (managed by Department of Transport)
- elevated railway lines which form barriers to movement with only a limited number of crossing points
- CityLink and the Yarra River which limits connections to the south
- limited capacity at the two primary gateways to the precinct, Cremorne and Balmain Streets.



Image 20 - Swan and Cremorne intersection

Streets for people

Streets are important shared public spaces. However, there are many competing needs and wants for Cremorne's limited space. These include space for car parking, vegetation, seating, public art and outdoor trading areas.

While street space is limited and it is not possible to accommodate all needs, Cremorne's streets do provide an opportunity to reallocate some of the large amounts of space given to car movement and storage on Yarra's streets to significantly improve conditions for walking and cycling.

Promoting sustainable transport

Given the forecast growth and the limited capacity to accommodate more car movements, action is necessary to improve and promote sustainable transport modes. Cremorne's location and access to public transport means that Cremorne already has the key attributes required to support sustainable transport choices. However, a significant mode shift for journeys both to and from the Precinct is required. To do this, a number of changes are required in Cremorne to support and encourage sustainable transport choices.

Greater priority must be given to movement by walking, cycling and public transport. However, it is still important to retain essential vehicle access where it is needed by existing residents and businesses operating in the precinct. Preventing through traffic is also an issue in Cremorne, with vehicles 'rat running' through the 'back streets' to bypass intersections and reach CityLink and other arterial roads.

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Enhancing public transport

Cremorne is well serviced by public transport with train, tram, and bus connections. Improvements to public transport are the responsibility of the State Government, however, Yarra City Council can advocate for and partner with State Government to deliver service and infrastructure improvements.

The key public transport hub is Richmond Station. This station is one stop out of the City Loop and provides a high level of access to the metropolitan rail network. The station is an approximately 15-minute walk to the southern part of Cremorne.

The southern parts of Cremorne are within a walkable distance of South Yarra Station (less than 15 minutes). South Yarra Station is a short walk from Oddys Lane, via the rail bridge. However, access is not compliant with the Disability Discrimination Act (DDA), is poorly maintained and not easy to find. There is an opportunity to advocate to the State Government to create a better access link to South Yarra Station.

The area is also serviced by East Richmond Station. Access to the station is poor and it is hidden from Swan and Church Streets.

Bus routes run along Punt Road and with tram routes on Swan Street and Church Street. Service reliability of tram and bus routes is poor. Improvements are also needed to public transport stops to ensure they are DDA-compliant and accessible to all.



Image 21 - East Richmond Station entrance ramp

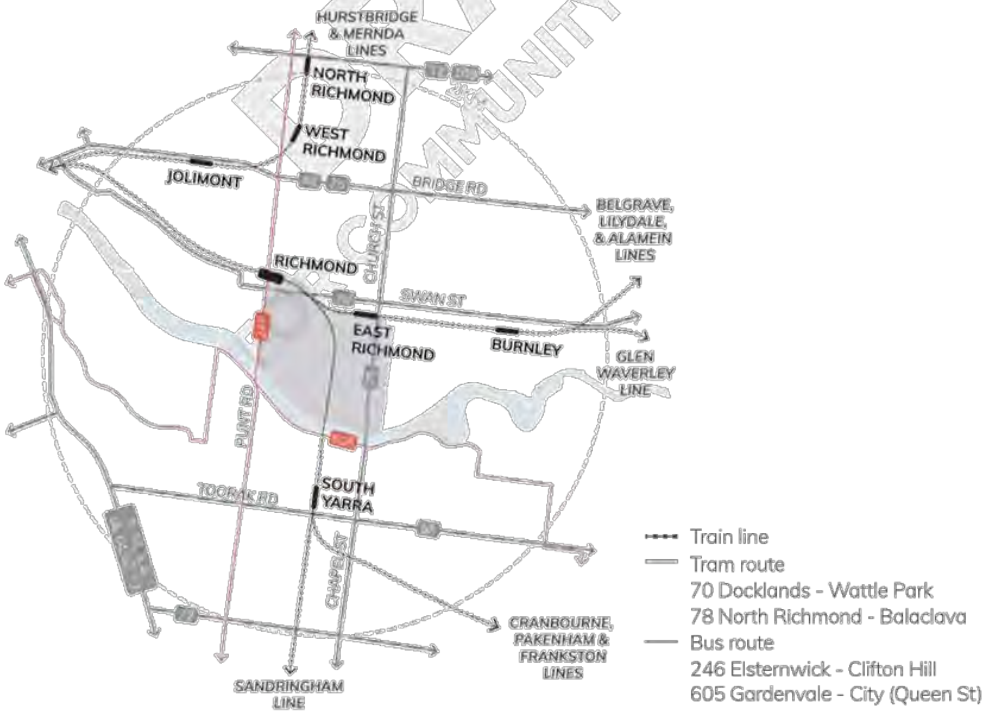

Figure 17 - Public transport network

A safe and pleasant place to walk

Walking and cycling access through Cremorne can be difficult and unsafe. Traffic levels are high on its main streets and pedestrian and cyclist priority is low.

Cremorne is within walking distance of shops, community facilities and public transport, however, the pedestrian environment is challenging due to:

- narrow road reserves and footpaths which are not wide enough to allow pedestrians to pass one another
- frequency of vehicular crossovers and footpath clutter (posts, poles and other infrastructure)
- lack of pedestrian amenity in some areas, including poor lighting, sparse landscaping and few bins and seating.

The Yarra Transport Strategy 'A New Deal for Walking' focuses on measures that maximise space to allow more people of all ages and abilities to walk around Yarra. Cremorne is a priority area.



Image 23 - Balmain Street underpass

Making bike riding easy

Cremorne is relatively well serviced by Strategic Cycling Corridors (SCC) and bicycle infrastructure connecting Cremorne to surrounding suburbs. The area is served by a mix of on and off-road paths. On-road bicycle facilities include dedicated bicycle lanes and informal bicycle routes. The Main Yarra Trail, Church Street and Swan Street are designated as Strategic Cycling Corridors (SCC).



Image 22 - Stair access to the Main Yarra Trail

Elsewhere in Cremorne, cyclists generally share the road with other vehicles. There are bike 'sharrows' along Cremorne Street and Balmain Street. However, these existing on-road informal bicycle routes provide little protection for cyclists. This is further compounded by the volume of vehicles (light and heavy) and narrow street widths. The Transport Strategy also includes 'A New Deal for Cycling'. It is a key commitment to providing appropriate bicycle infrastructure on Yarra's street and path network. Cremorne offers the opportunity to provide a world standard bike network.

How are we addressing these issues?

The objectives and actions in this theme will help deliver the vision for Cremorne by:

- Creating a highly accessible and well connected movement network that prioritises sustainable and active transport and discourages through traffic. (Objective 3.1)
- Improving public transport services and access to public transport and to meet the needs of Cremorne's workers, residents and visitors. (Objective 3.2)
- Delivering a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations. (Objective 3.3)
- Reducing off-street car parking requirements to promote more sustainable modes of transport. (Objective 3.4).

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Objective 3.1 Create a highly accessible and well-connected movement network that prioritises sustainable and active transport and discourages through traffic.

Cremorne presents an opportunity to transform the street network to:

- make sustainable and efficient travel options convenient, viable and attractive
- create streets which are also places for people
- improve accessibility through reallocating road space to prioritise access and safety for pedestrians, cyclists, and public transport users
- design the street network to discourage through traffic while still providing for site servicing to support the local business and residential community.

Streets and Movement Framework

To achieve this, a Streets and Movement Framework (Figure 18) has been developed to improve the safety and efficiency of the street network for all modes within Cremorne. The Streets and Movement Framework is fundamental to creating a great place which is easy to get around on foot and on bikes.

The Streets and Movement Framework consists of:

Regional links – Regional links are major movement corridors. They include Punt Road, Swan Street and Church Street. They have an important traffic and public transport role and are managed by the Department of Transport. They will continue to play a key traffic role but will feature improved walking and cycling and access to public transport along them to make them a safer and more pleasant experience.

Movement corridors – Movement corridors are the major streets within Cremorne which connect to key destinations such as employment, public transport and major open space.

Their role is to safely and efficiently move people and goods into and out of Cremorne. They provide access for local vehicles eg for deliveries, services but also form key elements of the walking and cycling network.

A high level of change is anticipated in these corridors. The amenity of these corridors will be improved, providing opportunities for people to connect and interact.

Changes could include the removal of on-street car parking but retaining on-street space for essential vehicle access and disabled bays, car share spaces, or short term parking for drop-off and deliveries. In some cases, there may be the creation of one-way vehicle access and limiting of through traffic movement, in particular between regional links via Cremorne and Balmain Streets.

Gateways - Gateways are key intersections or locations such as underpasses. They act as a gateway or entrance to Cremorne and experience high levels of use. Changes in these locations include the redesign of intersections to better accommodate pedestrians, cyclists and public transport.

Walking and cycling connections – Walking and cycling connections provide a network of safe access routes for pedestrians and cyclists to/from and through Cremorne. They work together with the Movement Corridors in providing a comprehensive walking and cycling network. Opportunities for new through site links have also been identified through strategic sites to enhance permeability and connections.

East-west links – East-west links are a series of streets which connect the Regional links into the fabric of Cremorne and surrounds.

Local streets – Local streets provide for local access and have an important place role. They provide access to properties and businesses. A low level of change is anticipated in these streets.

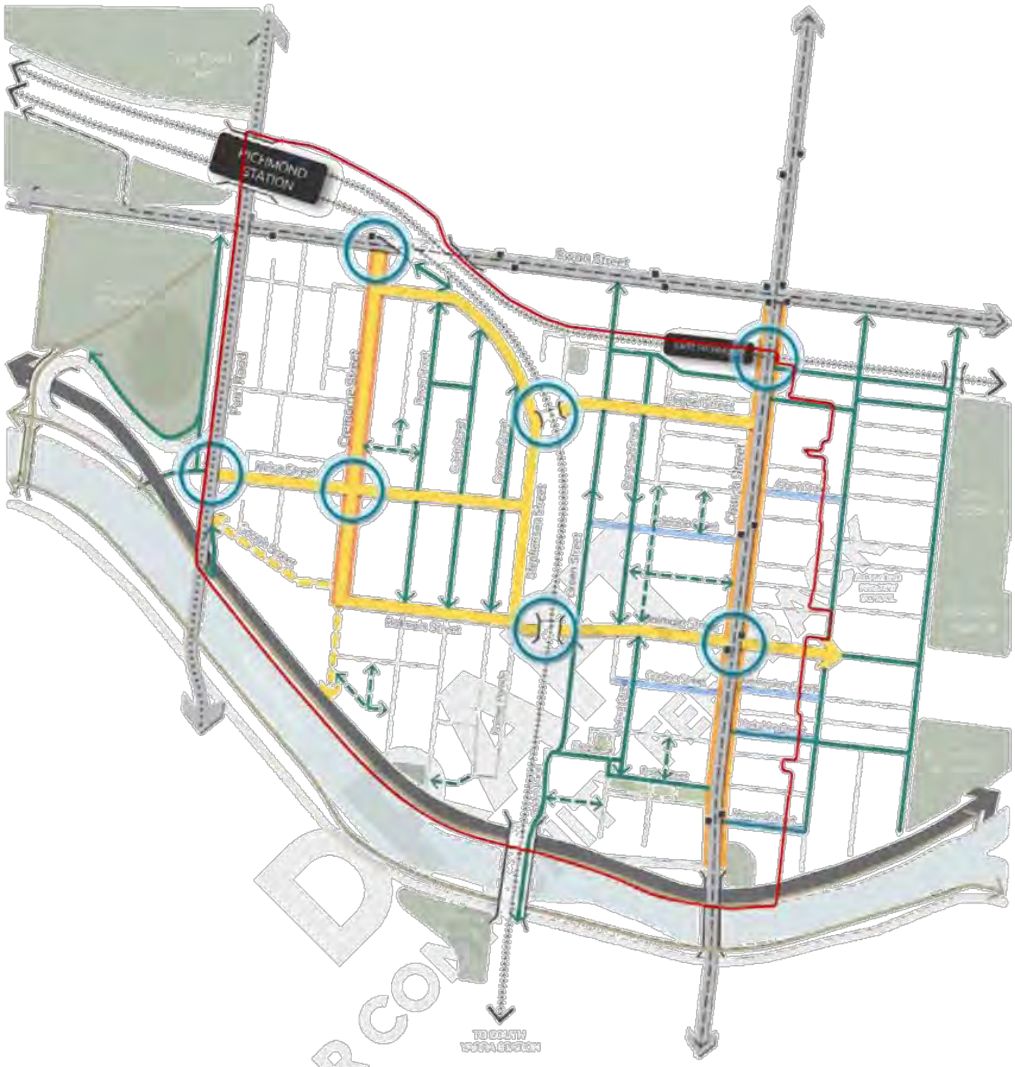

Figure 18 - Streets and Movement Framework

Implementing the Streets and Movement Framework

To implement the Streets and Movement Framework, a number of changes are needed to the existing street network. These changes are illustrated in the Proposed Streets Implementation Plan (Figure 19). The Proposed Streets Implementation Plan incorporates the following features:

- 30kph speed limits on all streets to improve safety, particularly in areas where space is shared between road users.
- Increased footpath space and pedestrian safety improvements in areas of high pedestrian use and on routes connecting key destinations such as schools and the train stations.
- Cremorne, Kelso, Balmain, Stephenson and Church Streets developed as enhanced pedestrian routes.
- Establishment of a signalised intersection at Kelso Street and Punt Road to provide a safe crossing point for pedestrians and cyclists across Punt Road and improve precinct access for vehicles.
- Improved pedestrian access to public transport including to the Church Street and Swan Street tram stops, Richmond and East Richmond Rail Stations and the 246-bus route on Punt Road.
- Closure of Cremorne Street to through traffic while retaining property access for servicing.
- Removal of some on-street car parking in strategic locations to give priority to cycle routes or provide local traffic access.
- Improved cycle connections and safety to/from and within precinct through upgraded cycling infrastructure on Cremorne Street, Kelso Street, Balmain Street, Stephenson Street, Church Street and Cotter Street, along with measures to slow traffic and provide more priority for cyclists on other streets.
- Increased movement role for Stephenson Street – recognising this as a key link connecting access points under the elevated rail line – a major barrier to access.

Streets Implementation Plan – Alternative option

The signalisation of the intersection of Punt Road – Kelso Street is a critical part of the Proposed Streets Implementation Plan and is subject to approval from the Department of Transport. Its implementation would provide significant benefits for Cremorne, however if it is delayed or does not go ahead, an alternative approach will be required.

Figure 21 shows an alternative approach. It can be compared to the Proposed Streets Implementation Plan shown in Figure 20.

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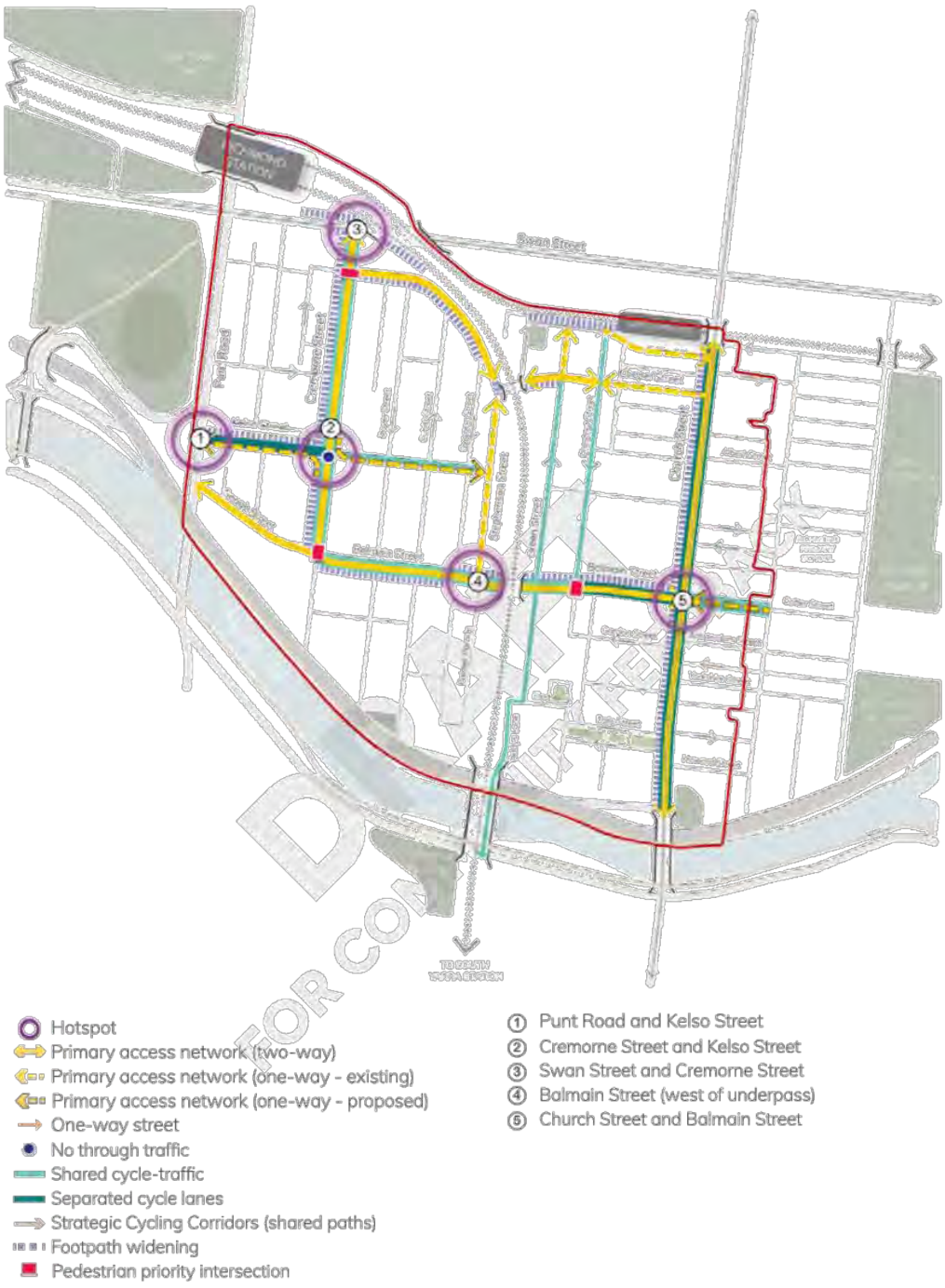

Figure 19 - Streets Implementation Plan

Key features

- Kelso Street and Punt Road intersection fully signalised to provide an alternative exit point for northbound traffic onto Punt Road
- Cremorne Street closed to northbound through traffic at Kelso Street while retaining property access for servicing
- One-way westbound traffic on Kelso Street, east of Cremorne Street.

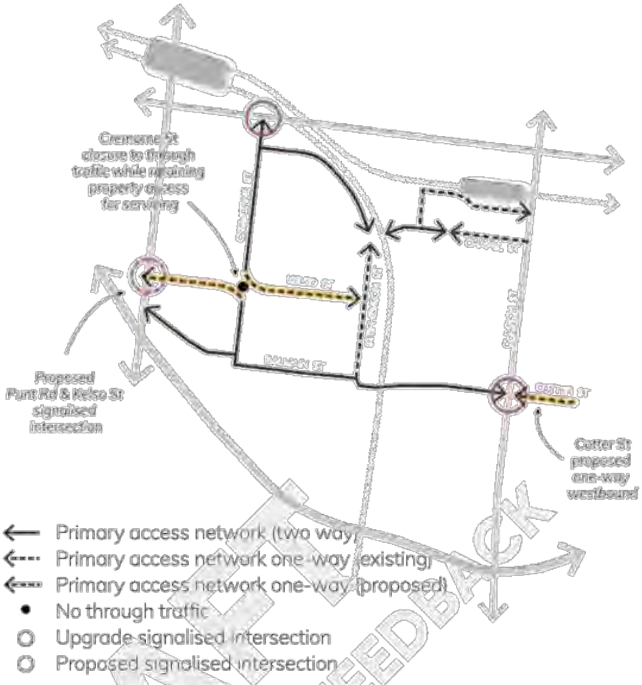

Figure 20 - Streets Implementation Plan

Key features

- Cremorne Street closed to northbound through traffic while retaining property access for servicing
- Kelso Street, west of Cremorne Street retained as existing with two-way traffic movement and left-in/left-out access to/from Punt Road
- One-way only westbound traffic movement on Balmain Street between Gwynne Street and Cremorne Street
- One-way westbound traffic on Kelso Street, east of Cremorne Street.
- Gough Street retained as link to Punt Road.

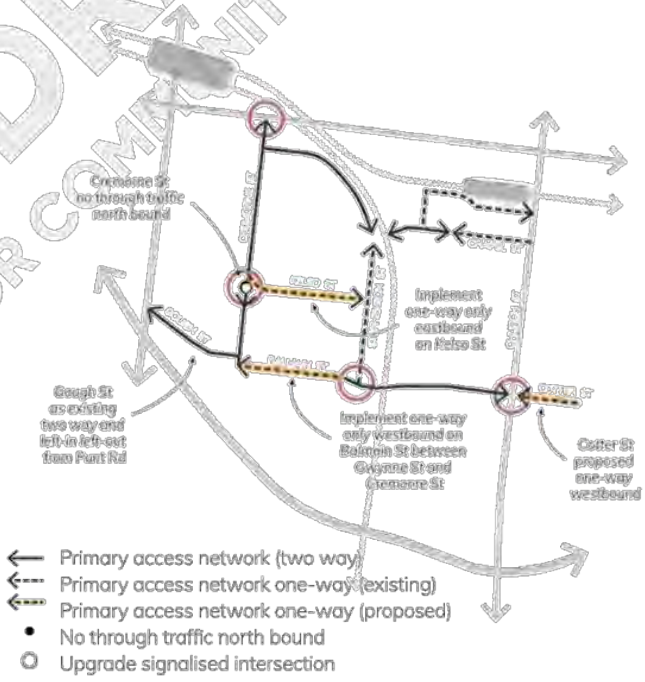

Figure 21 - Alternative Streets Implementation Plan

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Redesign of five 'Hot spots'

The Proposed Streets Implementation Plan (Figure 19) relies on changes at five 'Hot Spots'. These locations experience the highest intensity of competing demands for on-road space, connect Cremorne to the surrounding road network and provide access to regional public transport. They play an important role in shaping access to and within Cremorne.

Three of the five hotspots are located on arterial roads (ie Swan Street, Church Street and Punt Road). The Kelso Street and Cremorne Street intersection improvements have significant implications on the functioning of these arterial roads.

Indicative concept designs (which subject to further investigation and feasibility) have been developed for each of these locations to show what they might look like in the future:

- Punt Road and Kelso Street intersection (Figure 22)
- Cremorne Street and Kelso Street intersection (Figure 23)
- Cremorne Street and Swan Street intersection (Figure 24)
- Balmain Street west of rail underpass (Figure 25)
- Church Street and Balmain Street Cotter Street intersection (Figure 26)

Actions

3.1.1 Strongly advocate to the Department of Transport to develop a precinct plan for Cremorne that clearly shows short, medium, and long-term strategic priorities for Punt Road, Swan Street and Church Street arterial roads.

3.1.2 Strongly advocate to the Department of Transport to provide an agreed timeline and funding commitment to fully signalise the Kelso Street and Punt Road intersection.

3.1.3 Work with the Department of Transport to progress the concept designs and implementation of the five identified 'hot spots' which form gateways to the precinct:

- Hotspot 1: Kelso Street - Punt Road intersection
- Hotspot 2: Cremorne Street - Kelso Street intersection
- Hotspot 3: Cremorne Street - Swan Street intersection
- Hotspot 4: Balmain Street west of underpass
- Hotspot 5: Balmain Street - Church Street - Cotter Street intersection

NB: Prioritisation of hotspots will be influenced by a number of factors including; project work already underway; the ability to deliver the most significant (and measurable) sustainable transport outcomes, safety and amenity impacts; feasibility of implementation; cost, and the ability to deliver the best possible community benefits within Council's resources. Other changes to the local street network around the hotspots would be planned and designed by Council, in partnership with the local community, but would be implemented as a second stage and rely on the delivery of the hotspot initiatives.

3.1.4 Trial the introduction of a 30km/h speed limit on priority streets.

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Hotspot 1 – Punt Road and Kelso Street Intersection Concept Design

Issue

Punt Road is currently a major barrier to pedestrian and cycling access to the west. The closest safe crossing point is at Alexandra Avenue, 280m to the south (via a crossing of the CityLink on-ramp) or Swan Street, 360m to the north.

Objective

- Provide a new, safe crossing of Punt Road for pedestrians and cyclists connecting to public open space and the Central City and creating a western gateway to the precinct.

Design features

A signalised intersection, incorporating:

- a pedestrian crossing
- separate two-way cycle crossing
- no traffic access to Kelso Street - only left-out and right-out traffic movements from Kelso Street
- planting, seating and way-finding signage.

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Figure 22 - Punt Road and Kelso Street intersection concept design

Hotspot 2 – Cremorne Street & Kelso Street Intersection Concept Design

Issue

Traffic without an origin or destination within Cremorne uses Cremorne Street as a rat-run. Kelso Street is a key east-west street with limited pedestrian space and opportunities to cross at its intersection with Cremorne Street.

Objective

- Prevent through traffic on Cremorne Street while retaining precinct access.
- Provide a safer environment for cycling and walking at this intersection.

Design features

- Cremorne Street closed to through traffic
- Cremorne Street southbound access onto Kelso Street east is converted to one-way eastbound
- Cremorne Street northbound access onto Kelso Street west is converted to one-way westbound
- all cycle movements are provided for
- pedestrian crossings on all legs of the intersection
- opportunities for planting, seating and pause points on extended footpath space.

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Figure 23 - Cremorne Street and Kelso Street intersection concept design

Hotspot 3 – Cremorne Street & Swan Street Intersection Concept Design

Issue

This intersection forms a key gateway and link to public transport with the highest pedestrian volumes in Cremorne. It requires safety improvement for people who are walking and cycling and public transport users.

Objective

- Improved pedestrian access, safety and capacity to address a key movement barrier whilst providing for regional vehicle and tram movements.
- Creation of a northern gateway for Cremorne linking to Richmond Station and Punt Road bus services.

Design features

- Pedestrian crossing points on all legs of the intersection and dedicated pedestrian crossing phase to enable scramble/all directions crossing.
- Kerb outstands and footpath extensions into currently vacant Government-owned sites to increase pedestrian capacity and open space. Government owned sites also provide the opportunity to create public spaces.
- Car parking removal to allow for left and right-out traffic movement and retain one southbound lane into Cremorne Street.

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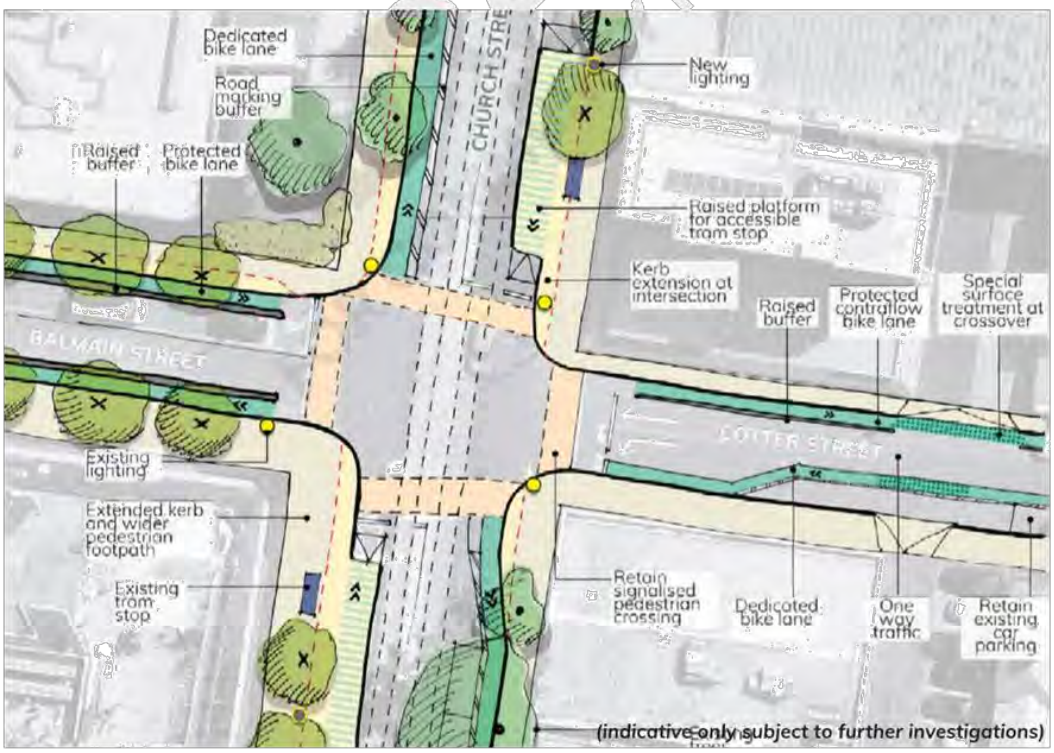

Figure 24 - Cremorne Street and Swan Street intersection concept design

Hotspot 4 – Balmain Street, west of underpass Concept Design

Issue

This area is highly used by pedestrians and is a key hub for activity in the southern part of Cremorne along Balmain Street. It is also a key east-west movement corridor. It is located close the Digital Hub at 80 Balmain Street – east of the underpass. This leafy area has been enhanced in past years with expanded footpaths and paving, seating and planting.

Objective

- Reprioritise the road space to increase its role as a public space and internal gateway by providing increased pedestrian safety and access.

Design features

- widened pedestrian footpaths under rail bridge to link to the eastern side of Cremorne and the Digital Hub
- formalised pedestrian crossings of all roads
- further expansion of the raised road surface and increased planting and seating.

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Figure 25 - Balmain Street (west of underpass) concept design

Hotspot 5 – Balmain Street & Church Street Intersection – Concept Design

Issue

This intersection forms an important gateway within and to/from Cremorne to regional public transport, cycling and regional links as well as the Church Street commercial and retail spine.

Balmain Street is an important east-west link in the southern part of Cremorne. Cotter Street is also an important link to regional cycling network (the Main Yarra Trail) and large open space reserves (Barkly Gardens, Alan Bain Reserve and McConchie Reserve) to the east.

Objective

- Create an improved internal and eastern gateway and a safer pedestrian environment.
- Rebalance the space to give walking, cycling and public transport, priority.
- Improve links to regional public transport and cycling connections while retaining important through movement functions.

Design features

- on Balmain Street - separated cycle infrastructure, widened footpaths and removal of one side of on-street parking
- on Church Street - on-street cycle lanes with widened footpaths and removal of one side on-street parking
- on Cotter Street - on-street cycle lanes and one-way traffic westbound allowing out only onto Church Street
- integrated accessible tram stops.

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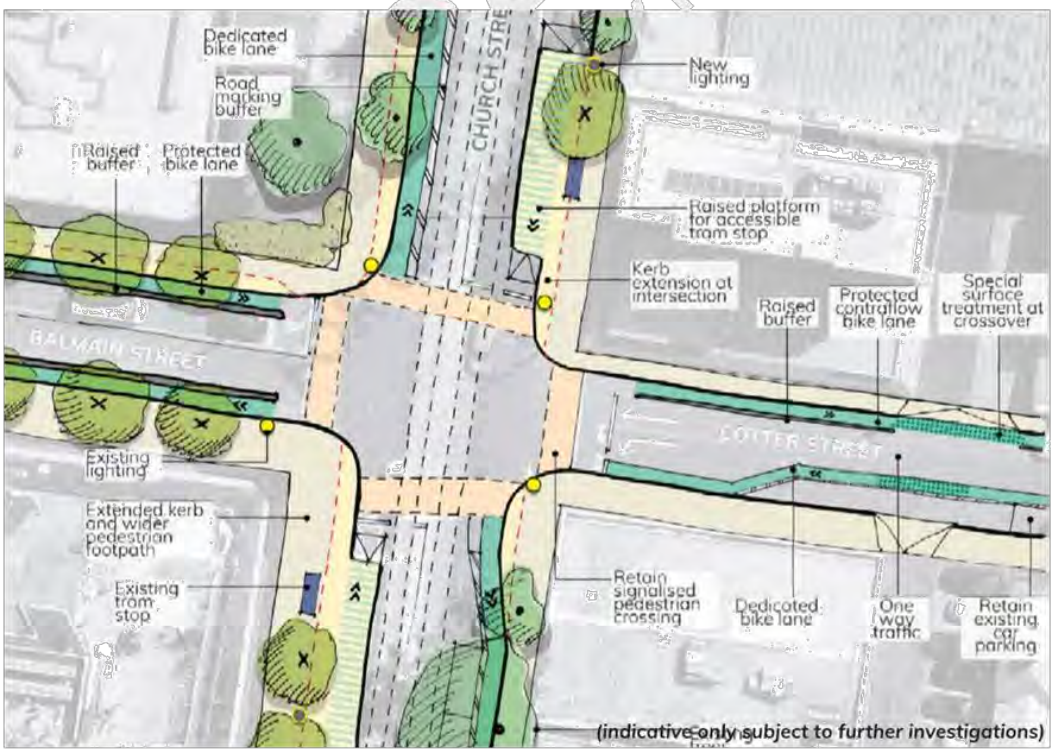

Figure 26 - Balmain Street and Church Street intersection concept design

Indicative street sections

Kelso Street

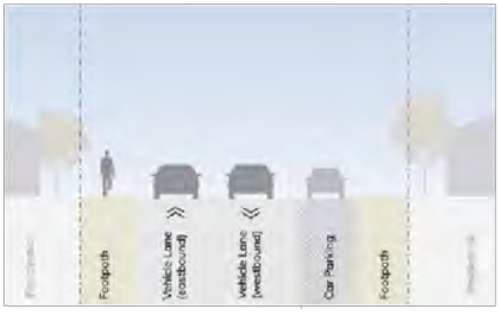

Figure 27 - Kelso Street (west) - existing conditions



Figure 28 - Kelso Street (west) - proposed (indicative only)



Figure 29 - Kelso Street (east) - existing conditions



Figure 30 - Kelso Street (east) - proposed (indicative only)

Cremorne Street



Figure 31 - Cremorne Street - existing conditions

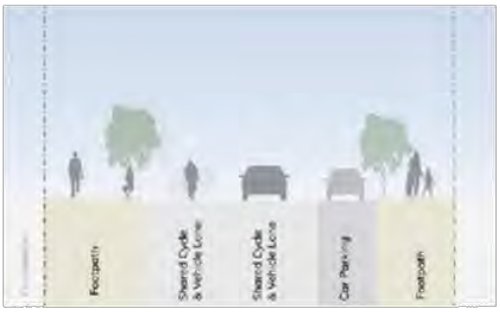

Figure 32 - Cremorne Street - proposed (indicative only)

Street sections are taken mid-block. The street layout closer to the intersection may differ. Conceptual design only and subject to change and refinement through more detailed investigation.

Indicative street sections

Balmain Street



Figure 33 - Balmain Street (west) - existing conditions

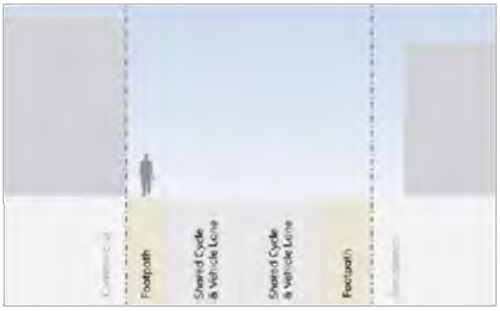

Figure 34 - Balmain Street (west) - proposed (indicative only)



Figure 35 - Balmain Street (east) - existing conditions



Figure 36 - Balmain Street (east) - proposed (indicative only)

Church Street



Figure 37 - Church Street (mid block) - existing conditions



Figure 38 - Church Street (mid block) - proposed (indicative only)

Street sections are taken mid-block. The street layout closer to the intersection may differ. Conceptual design only and subject to change and refinement through more detailed investigation.

Objective 3.2 Improve public transport services and access to meet the needs of Cremorne's workers, residents and visitors.

Cremorne's workers, residents and visitors will easily access Cremorne by public transport. Access to the Richmond and East Richmond Station will be enhanced. The frequency and reliability of services will also be increased. Improved connections will be provided to the South Yarra Station via an improved pedestrian and cycle bridge link. New public spaces will be created around the stations and tram stops. Church Street tram stops will be accessible for all.

Actions

3.2.1 Advocate to the Department of Transport to develop an agreed timeline for the redevelopment of Richmond Station as a key gateway to Cremorne and surrounding precincts. This includes improvements to the amenity around the Station and access to and from the Station.

3.2.2 Advocate to the Department of Transport to:

- improve connectivity and legibility of East Richmond Station
- increase train services at East Richmond Station
- improve the amenity and access to East Richmond Station

3.2.3 Advocate to the Department of Transport for upgrades and implementation of accessible tram stops along Church Street (Route 78) between the Church Street Bridge and Swan Street to improve tram service access to the station and the immediate surrounds, enhancing the accessibility, safety, and amenity of the station precinct.

Objective 3.3 Deliver a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations.

Travel by foot and bicycle will be prioritised in Cremorne. Cremorne's street network will be walkable with cycling facilities that are safe and accessible for everyone, provide high levels of amenity and connect Cremorne with surrounding areas.

Creating a highly walkable environment

A key element of making Cremorne a walkable environment is enhancing the ability to travel by direct and convenient routes to key destinations such as the train stations, Richmond Primary School and open space. Improving the legibility and removing barriers such as narrow footpath widths will also improve the walkability of Cremorne.

All streets within Cremorne will be walkable, however key walking routes include Church Street, Cremorne Street, Stephenson Street, Balmain Street / Cotter Street and Kelso Street.



Image 24 - Opportunities for more pedestrian crossings

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Specific attention will be given to key walking routes by providing:

- new and improved pedestrian crossings at mid-block locations and key intersections, including Swan Street and Cremorne Street; Cremorne Street and Kelso Street; Church Street and Balmain / Cotter Streets; and Punt Road and Kelso Street
- widening footpaths, where possible, increased building setbacks
- removal of clutter on footpaths and undergrounding of powerlines
- large canopy trees for shading and cooling
- installation of street furniture
- traffic calming and lowering of speed limits
- enhanced signage and connections.

Connections both inside and outside of the precinct will be made safer and easier through widened footpaths and improved lighting at the precinct's three railway underpasses at Balmain Street, Dunn Street and Green Street. Access to and across the Yarra River will also be easier and safer.

Some streets in Cremorne could be converted to shared zones where pedestrians, bike and vehicles share the road.

Safe convenient bike connections

Riding bikes in Cremorne will be made safer and more attractive by expanding the existing network and providing dedicated bicycle infrastructure such as bike lanes and upgraded intersections. Planning for Cremorne will facilitate the delivery of cycling infrastructure to fill the gaps in the local network to create a safer, more connected and convenient network for all users. New development will include well designed end of trip facilities to encourage workers to ride into Cremorne.



Image 25 - Cyclists currently share the road

Dedicated or separated bicycle facilities will be provided on routes such as Church Street and Kelso Street. They are critically important to not only improve cyclist safety, but they also have a significant impact on rider confidence and have a key role in encouraging more 'casual' riders to take up cycling.

On lower traffic volume and lower-speed roads, bikes will share the road with cars with appropriate supporting infrastructure. Upgraded pedestrian and bike crossings of Punt Road and Church Street and an improved bike and pedestrian crossing of the Yarra River at Oddys Lane provide key linkages to outside of Cremorne. To support the use of bikes, on street bike parking facilities will be provided throughout Cremorne to meet demand.

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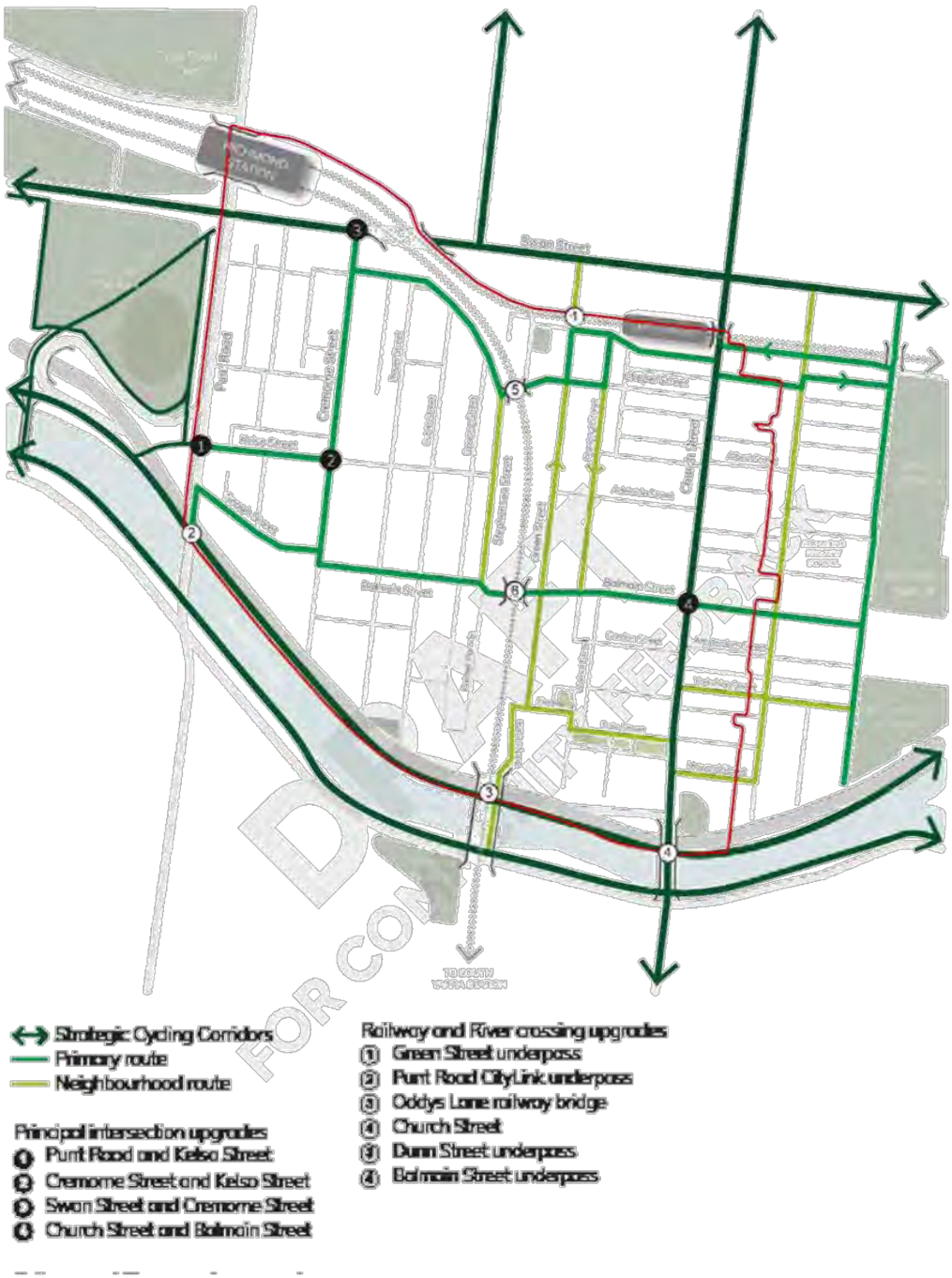

Figure 39 - Cycling routes

Actions
3.3.1 Work with Department of Transport and Yarra Trams to upgrade Church Street to improve footpaths, upgrades to tram stops and dedicated bicycle lanes.
3.3.2 Upgrade the following streets to provide for improved pedestrian and cycling routes: • Cremorne Street (between Swan Street and Balmain Street) • Balmain Street and Cotter Street • Kelso Street • Gough Street • Stephenson Street
3.3.3 Improve pedestrian and bicycle access via the: • Green Street underpass (connecting to Swan Street and Lennox Street) • Dunn Street underpass (a key east-west link in the northern part of Cremorne) • Balmain Street underpass (a key east-west link across the precinct) • Oddys Lane Railway Bridge (connecting to the Main Yarra Trail and South Yarra) • Church Street Bridge (connecting to the Main Yarra Trail and South Yarra) • Freeway underpass at Harcourt Parade near Punt Road (connecting to the Main Yarra Trail)
3.3.4 Work with Department of Transport to develop high quality and feasible options to connect Cremorne with South Yarra via an improved pedestrian and cycling bridge that is accessible for all.

Actions
3.3.5 Work with City of Melbourne, Department of Transport and Melbourne and Olympic Parks Trust (State Government) to provide walking and bike links to the Main Yarra Trail and north along Punt Road to Olympic Boulevard. This would require a new walking and cycling crossing of the Citylink Punt Road off-ramp where it connects with Punt Road.
3.3.6 Support development that provides new ground level links through the sites (particularly through the strategic sites) and shared road reserves, improving public amenity while still allowing access for servicing.
3.3.7 Install on-street bicycle parking along Church Street, Cremorne Street, Balmain Street, and other suitable locations where footpath widths allow.
3.3.8 Investigate opportunities for shared zones – where cars must give way to pedestrians and cyclists.
3.3.9 Investigate opportunities for additional pedestrian crossings (including mid block crossings) to improve the walkability of Cremorne's streets.

Objective 3.4 Reduce off-street car parking requirements to promote more sustainable modes of transport.

To achieve sustainable transport in Cremorne, private vehicle use will be managed in the precinct. The Streets and Movement Framework sets out a local movement network that limits vehicle circulation and requires low speed limits to reduce conflicts between pedestrians, cyclists, public transport and vehicle movements.

The planning scheme controls the location and amount of parking spaces. Office car parking is a key generator of traffic in Cremorne. Office car parking generates two to three times more traffic movements on a per car space basis during peak hours than a residential car space. This demand occurs when public transport services are at their most frequent. Currently, the Yarra Planning Scheme (same as other Councils) requires a minimum of 3.0 car spaces per 100m² of floor area for offices, unless a dispensation is provided.

Without changes to the parking rate, it is anticipated that the number of off-street office car parking spaces in Cremorne will continue to increase, further increasing reliance on vehicle use.

To reduce the provision of off-street car parking to promote more sustainable modes of transport, Council has identified changes to the parking rates in the Yarra Planning Scheme. The proposal is to apply a maximum office and retail car parking rate of 1 space per 100sqm of floor area to commercial land in Cremorne via Schedule 2 to the Parking Overlay (PO2).

This would mean that a permit would not be required for an application to reduce (including reducing to zero) the number of car parking spaces (as required under Clause 52.06-5 of the Yarra Planning Scheme). This change will help to protect Cremorne from an oversupply of parking which would generate more traffic congestion.

Council had proposed to make the change to the parking rates through a separate planning scheme amendment – Amendment C281yara. However, to ensure a more comprehensive approach, the changes to the parking rates would form part a wider planning scheme amendment for Cremorne, incorporating updated planning policy and the proposed changes to the parking rates and new built form provisions.

Actions

3.4.1 As part of a planning scheme amendment for Cremorne, introduce a Parking Overlay (PO2) to commercial land in Cremorne which:

- implements the findings and recommendations of the technical report Parking Controls Review: Cremorne Enterprise Precinct, July 2020, prepared by the Traffix Group
- introduces a maximum car parking rate for office as 1:100sqm of net floor area and for retail premises as 1:100sqm of leasable floor area.

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Theme 4: Spaces for people

A high quality public realm and sense of place will be created in Cremorne through its safe, green, pedestrian friendly streets and its integrated network of public spaces.

Challenges and opportunities

Cremorne's high density environment means that the quality of its places and spaces are critical. Consultation from the CPIP process highlighted the community's desire for a greener Cremorne. Consultation also recognised more open space is required to cater for the needs of the growing community however space is limited and opportunities for small and creative improvements to the public realm and open space must be maximised.

To enhance Cremorne's sense of place, economic success and liveability, Cremorne must have well designed places and spaces. This includes Cremorne's streets, lanes and public spaces.



Image 26 - Church Street Reserve

Exploring opportunities for public spaces

Increased land-use intensity and development activity in Cremorne has put pressure on its limited public open space. Cremorne's industrial past means it has little public open space. Cremorne's four areas of public open space - Stephenson Street Reserve, Charles Evans Reserve, White Street Park and the Church Street Park, total only 0.5 ha in area and offer a limited range of recreation uses. Privately owned, publicly accessible spaces such as Dale Street Reserve and Electric Street, supplement the broader network of public spaces. These spaces help to green Cremorne and provide space for sitting and enjoying.

New open space is needed to cater for the needs of the resident and growing worker community. Cremorne will require the development of a well considered and designed network of public spaces for all types of users. Given the lack of Council owned sites within the Precinct, State Government land should potentially play a key in delivering public benefits such as new open space. There is also the opportunity to collaborate with owners of large strategic sites in Cremorne and deliver new open space.

Planning for public spaces in Cremorne must consider high quality design, connections to the wider public open space network, provision of multi-functional spaces and creation of a green network which includes street planting.

Other large areas of open space within walking distance include - Gosch's Paddock, just west of Cremorne and Barkly Gardens, Alan Bain Reserve and McConchie Reserve to the east. However, access to these extensive open space areas is difficult with major barriers such as Church Street and Punt Road.

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Stephenson Street Reserve (0.02 Ha)
Located at the intersection of Stephenson and Dover Streets. It is a small linear grassed space with seating and established trees. Recently expanded and upgraded with new seating and landscaping.

Charles Evans Reserve (0.10 Ha)
Located off Cubitt Street, adjacent to a freeway sound wall. Largely in shadow and access to the reserve is difficult. Includes a playground, paths, seats and open grassy area.

White Street Reserve (0.11 Ha)
Located in the Cremorne Residential Precinct. Includes a playground, paths and seating. It is frequently used as a cut-through for people accessing the Green Street railway underpass.

Church Street Park (0.27 Ha)
Located at southern end of Church Street. Includes open lawn and platforms with views across to the Yarra River and a plaza incorporating seating, picnic and play areas.

Dale & Electric Street Reserve (private)
Located within the 658 Church Street business park precinct. Privately owned. Provides passive green lawn areas for the surrounding commercial uses.

Barkly Gardens (2.67ha) (east)
First opened in 1867 as a public garden and retains many of its historical features. It has a playground, BBQ facilities and off leash areas for dogs.

Alan Bain Reserve (1.17ha) (east)
Adjoins Barkley Gardens and provides sportsfields.

McConchie Reserve (2.43 Ha) (east)
Located on Mary Street, adjoins CityLink. Provides access to the Main Yarra Trail and Yarra River. Includes a playground and exercise equipment.

Gosch's Paddock (west – within the City of Melbourne) Forms part of the Sports and Entertainment Precinct. Accessible for public informal use when not in use for training purposes. Punt Road a major barrier to access from Cremorne.

Reconnecting with the Yarra River (Birrarung)

While Cremorne has been cut off from the Yarra River by Citylink, there is an opportunity to reconnect and improve access to the Yarra River frontage and Main Yarra Trail.

There are three critical access locations to the Main Yarra Trail; Punt Road, Oddys Lane and Church Street. At the western end of Cremorne, Citylink is elevated and the Main Yarra Trail is accessed by crossing a freeway entrance and the underpass of the freeway above. To the east, the Freeway is at river level and prevents at grade access to the Main Yarra Trail.

The Main Yarra Trail provides a pedestrian and cycling route along the river but the path is narrow and shared by pedestrians and cyclists. There are few places to stop and enjoy the river.

Accessing the Main Yarra Trail and crossing the Yarra River is challenging with level changes, limiting access for all and creating safety hazards. Two of the three bridges crossing the Yarra have stairs to the Main Yarra Trail.



Image 27 - Main Yarra Trail

Enhancing Cremorne's streets as people places

Cremorne has an intimate network of streets. Its streets are dominated by cars and characterised by narrow footpaths, a lack of trees and places to sit. Bridges and the elevated railway line also impact on pedestrian amenity and accessibility.

The network of streets will play a vital role in the public life of Cremorne, creating pedestrian and cycle links and set the agenda that this place is for active transport modes over cars. The streets will accommodate trees and places to sit and rest.

Developing a sense of community

Placemaking is essential in establishing a strong connection between people and the places they share. Developing a sense of community is considered vital to creating thriving high density environments. It creates social connections, improved perceptions of safety and encourages participation in community life.



Image 28 - Opportunity for better pedestrian amenity



Image 29 - Balmain Street plaza

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Creating a network of high quality public spaces in Cremorne. (Objective 4.1)
- Reconnecting Cremorne with Yarra River (Birrarung). (Objective 4.2)
- Redesigning Cremorne's streets as places for people. (Objective 4.3)
- Enhancing Cremorne Street and Church Street as key activity corridors in Cremorne. (Objective 4.4)
- Reimagining the Richmond Station and East Richmond Station key transport hubs. (Objective 4.5)
- Supporting local placemaking initiatives that activate and enrich Cremorne. (Objective 4.6)
- Protecting and interpreting Aboriginal cultural values and heritage in the design of Cremorne. (Objective 4.7)

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Objective 4.1 Create a network of high quality public spaces in Cremorne.

The delivery of public spaces and creating a network of open spaces within Cremorne is crucial in planning for growth in Cremorne.

Improving the quality of existing open spaces

Given the value of land in Cremorne and its fine grain subdivision pattern, upgrading and expanding existing open space is a practical and economical approach to providing better quality, multiple purpose open spaces.

Yarra has recently constructed and expanded two public spaces:

- Stephenson Street Reserve (a welcoming place for people to sit, relax and meet with friends or have lunch)
- corner of Gwynne Street and Stephenson Street (a place to pause and relax).



Image 30 - Spaces to sit and rest



Image 31 - White Street Park

Other spaces recommended for upgrades include the White Street Reserve and Charles Evans Reserve. The Yarra Open Space Strategy (2020) recommends updates to facilities to provide for a diverse range of users.

Providing new open space within easy walking distance

Even with improvements to existing open space, there will still be major gaps in Cremorne's open space provision.

The Yarra Open Space Strategy identifies areas where additional open space is required for both the existing and forecast community. Seven locations are identified in Cremorne (Refer Figure 40):

1. Small Neighbourhood Open Space in the vicinity of the BKI site between Cremorne Street and Dover Street
2. Local Open Space between the railway and Church Street, north of Balmain
3. Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street
4. Small Local Open Space in the vicinity of Gough Street
5. Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street
6. Small Local Open Space south of Balmain Street, between the railway and Church
7. Small Local Open Space in the vicinity of Swan Street and East Richmond Station.

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Small Neighbourhood Open Space

Neighbourhood Open Space provides a diverse range of facilities that encourage people to spend time in and appeal to the local neighbourhood. Small Neighbourhood Open Spaces are smaller than Neighbourhood open space and provide some diversity of facilities for the local community within a 300m catchment.

- Minimum 0.5 to 0.99 Ha (within a 300m walking catchment)

Local & Small Local Open Spaces

Local and Small Local Open Spaces complement the larger reserves and provide smaller more intimate spaces within safe and easy walking distance of the local community.

- Local Open Space: Minimum 0.26 to 0.49 Ha (within a 200m walking catchment)
- Small Local Open Space: Minimum 0.03 to 0.25 Ha (within a 150m walking catchment)

Yarra Open Space Strategy (2020)

It is expected that new development will contribute to the provision of public open space in Cremorne. A contribution of land is preferred to a cash contribution in Cremorne.

State Government land would also play a key role in delivering public spaces and open space. The Department of Education is one of the most significant landholders in Cremorne. This includes the Bendigo Kangan Campus on Cremorne Street, which is approximately 1.4 ha in area with a mix of buildings and large at grade carparks. Other State Government land surrounding Richmond and East Richmond Stations and the rail corridor (Green Street) also presents opportunities.

Other opportunities include:

- Undertaking further investigations and master planning of strategic sites in collaboration with landowners to deliver open space.
- Continuing to investigate opportunities to acquire larger land holdings and road closure opportunities where vehicle access is no longer required from a vehicular network perspective.

All new open space in Cremorne should be designed to provide a diversity of facilities and contribute to greening of the precinct and mitigation of the urban heat island effect.

Improving connections to surrounding open spaces

Given its location close to Gosch's Paddock to the west, parklands along the river to the west and south and Barkly Gardens, Alan Bain Reserve and McConchie Reserve to the east, Cremorne presents an opportunity to improve links to these nearby areas of public open space.

Green links will be developed on key east-west and north-south streets to link Cremorne with these spaces. The creation of green links will strengthen the visual links to these spaces and together with improved crossing at Punt Road and Church Street, will improve walkability.



Image 32 - Green Street north south link

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Actions
4.1.1 Upgrade and maintain existing open spaces, including: • White Street Reserve to include exercise equipment and picnic facilities to improve the character and diversity of age groups that can use the reserve • Charles Evans Reserve to include minor improvements to the picnic area and playground.
4.1.2 Create seven new open spaces, as identified in the Yarra Open Space Strategy for the existing and forecast community, including a: 1. Small Neighbourhood Open Space in the vicinity of the BKI site between Cremorne Street and Dover Street 2. Local Open Space between the railway and Church Street, north of Balmain Street 3. Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street 4. Small Local Open Space in the vicinity of Gough Street 5. Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street 6. Small Local Open Space south of Balmain Street, between the railway and Church Street 7. Small Local Open Space in the vicinity of Swan Street and East Richmond Station
4.1.3 Request and preference land contributions for public open space (in lieu of cash payments) on large development parcels, where possible.

Actions
4.1.4 Develop masterplans to identify potential open space on strategic sites.
4.1.5 Investigate opportunities to deliver public space on Government owned sites surrounding Richmond Station, East Richmond Station and Green Street along the railway line and on the BKI Campus.
4.1.6 Rezone recently expanded, existing and proposed new public open spaces to Public Park and Recreation Zone (PPRZ), including but not limited the White Street Reserve.
4.1.7 Develop a green links along: • Kelso Street to connect to an improved crossing at Punt Road and Gosch's Paddock • Balmain and Cotter Streets to the Barkly Gardens, Alan Bain Reserve and McConchie Reserve • Green Street / Oddys Lane to enhance the physical connection to the river.

Objective 4.2 Reconnect Cremorne with Yarra River (Birrarung).

Accessing and enjoying Birrarung

Historically Cremorne has had a strong relationship with the Yarra River as part of the traditional lands and waters of the Wurundjeri Woi Wurrung people. In the 1850s, it became a location for large residences and parklands and following that, industry. In the 1970's, Cremorne was further cut off from the river through the construction of the Monash Freeway (now Citylink).

The City of Melbourne has recently adopted the Greenline Implementation Plan - A Vision for the North Bank (December 2021) which seeks to 'transform the river's north bank into a reinvigorated and inspiring public waterfront.' Working with Parks Victoria, the Government agency responsible for the Main Yarra Trail, the focus on the river would continue in Cremorne. Along the river itself opportunities include:

- Widening the Main Yarra Trail to provide separated space for pedestrians and cyclists (commuter and recreational).
- Creating new spaces such as viewing platforms and expanded decking along the Main Yarra Trail to provide places for rest, experience the river and enjoy views of bridges, landmarks signs and the city skyline.
- Reimagine the Cremorne underpass (on the southern side of Harcourt Parade) as an urban space which provides access to the river, amenities such as seating and opportunities for active recreation.



Image 33 - Oddys Lane opportunity for a new green link

Connections between the river and Cremorne would be improved, as well. Physical barriers will be reduced and wayfinding enhanced with safety and inclusivity prioritised.

Access to the Main Yarra Trail and river would be enhanced by:

- Improving the design of Harcourt Parade to reduce speeds onto the Freeway to improve pedestrian and cyclist safety (subject to Department of Transport approval).
- Providing alternative options that enhance access for all to the Main Yarra Trail from the Church Street Bridge and Cremorne Railway Bridge (Oddys Lane).
- Creating a green link along the Green Street / Oddys Lane to enhance the physical connection to the river.

Reconnecting Cremorne with the river also provides opportunities to collaborate with Traditional Owner groups to help tell the living cultural story of their connection to the river.

Actions
4.2.1 Activate the Cremorne underpass (managed by CityLink) by improving links to the Yarra River, providing amenities such as seating and investigating options for active recreation.
4.2.2 Improve access from Oddys Lane and the Church Street Bridge to the Main Yarra Trail to ensure universal access to the river and an environment that safely caters for everyone.
4.2.3 Work with Parks Victoria to investigate opportunities to: • widen the Main Yarra Trail to allow for more separation between walking and cycling. • create spaces to sit, view and enjoy the river at key locations along the river and the Main Yarra Trail.

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Objective 4.3 Create a network of streets and spaces for people.

Making Cremorne's streets people friendly

The Draft UDF aims to create welcoming places that cater for all members of the community. The plan is based around the principle that streets should be designed as places and not just thoroughfares.

Over time the redesign of streetscapes in Cremorne will create people-oriented streets that:

- are safe and easy to get around on foot or on a bike
- enhance shade trees and greenery
- create welcoming places for people to meet, rest and play.

This will include the creation of new pocket plazas or people places incorporating seating and shade. Other improvements to specific streets, lanes and the public realm are identified in Theme 3: Accessible and Connected Cremorne.



Image 34 - Lack of spaces to sit along streets



Image 35 - Church Street outdoor dining

Ensuring new development contributes to the public realm

The design of buildings and the interface with the street plays a large role in contributing to the creation of a comfortable and engaging public realm.

New developments will need to achieve quality streetscape outcomes by ensuring they protect sunlight (solar access) to key footpaths, minimise the impact of building services and car parking on pedestrian and cycle routes and create lively and interesting ground floors, entrances to buildings and façades (see Theme 5: Quality design that builds on Cremorne's precinct identity).

Making it easier to find your way around

Great precincts are also easy to find your way around. Elements that improve wayfinding can include physical elements such as urban design, architecture, landmarks, lighting, footpaths, landscaping and signage. These elements work together to improve people's experience, save journey times and encourage walking and cycling.

The redesign of streetscapes and intersections will be supported by clear and consistent wayfinding and signage that enhances legibility to key destinations such as the BKI campus, surrounding open space network and public transport hubs.

The Wayfound Victoria Guidelines, published by the Melbourne Visitor Signage Committee and adopted by the City of Yarra, provides principles and guidelines and technical information for signage. The Guidelines would be used to help design and place new directional signage.

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Actions
4.3.1 Develop streetscape guidelines to enable developers to contribute to improving the public realm adjacent to their development, including infrastructure and streetscape upgrades.
4.3.2 Work with service providers and landowners, especially on sites with large frontages, to underground powerlines to improve footpath access for pedestrians and users with limited mobility.
4.3.3 Identify opportunities for small spaces and pocket plazas, including: • Balmain Street Plaza (west of the underpass) • Balmain Street (east of the underpass adjoining the Cremorne Digital Hub) • south west corner of Swan Street and Cremorne Street.
4.3.4 Implement Wayfound Victoria Guidelines in the design and installation of signage in Cremorne to improve the consistency, reliability and integration of direction and information signs.

Objective 4.4 Enhance Cremorne Street and Church Street as key activity corridors in Cremorne.

Church Street – Key Activity Spine

Church Street is the retail and commercial corridor of the precinct with a mix of offices, company headquarters, showrooms, retail and cafes, connecting North Richmond to South Yarra (Chapel Street) via the Church Street Bridge. It is a major public transport and strategic cycling corridor and an arterial road managed by the Department of Transport.

Church Street will become a vibrant, active street that prioritises walking, cycling and public transport. It will feature:

- widened footpaths, seating and canopy tree planting
- high frequency tram services
- accessible tram stops/platforms providing seamless movement from footpath to public transport stops supported by infrastructure and signalling
- dedicated cycle infrastructure
- several key east-west streets will be enhanced as links to open space and other parts of Cremorne with planting, wider footpaths and on-road bike routes
- Balmain / Cotter and Church Street intersection will be redesigned to enhance sustainable transport options.



Image 36 - Church Street

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Cremorne Street – Heart of Cremorne

Cremorne Street will form of the heart of the Cremorne Enterprise Precinct with diverse global and local creative and innovative businesses.

Cremorne Street will become a leafy pedestrian and cycle friendly spine, enhanced by:

- slowed traffic speeds and minimisation of through traffic (Refer Theme 3: Connected and Accessible Cremorne)
- providing on-road bike routes
- improving footpath widths through kerb outstands and building setbacks on larger sites
- planting canopy trees and other vegetation
- enhancing street lighting
- spaces for sitting / resting and meeting.

It will also provide the entrance to the reinvigorated BKI campus which would become a creative and digital education and community hub for the Enterprise Precinct.



Image 37 - Cremorne Street

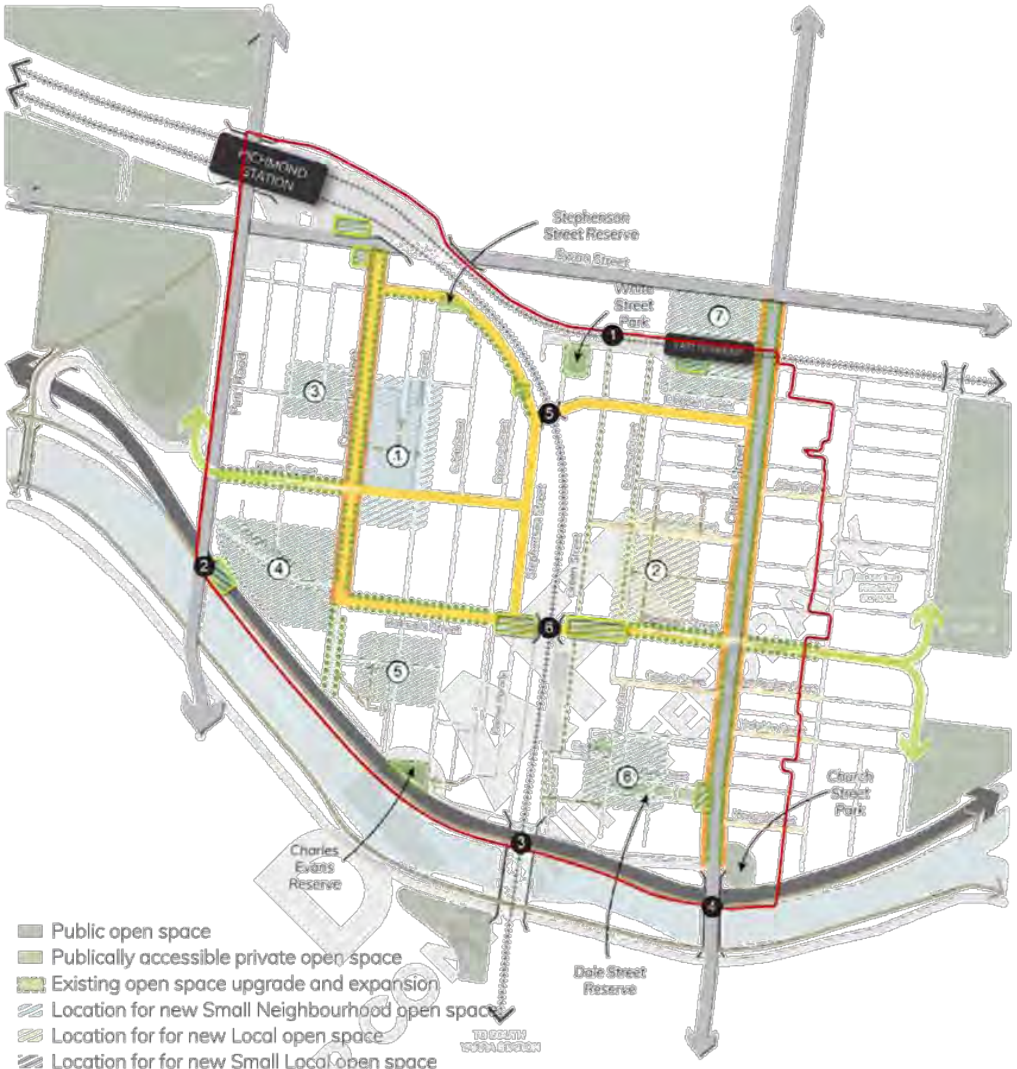
Actions

4.4.1 Prepare a Streetscape Master Plan for Church Street to guide future streetscape improvements. A master plan will guide the design and delivery of streetscape upgrades along the street. It will identify capital works projects and set out the materials palette and guidelines for implementing any streetscape upgrades.
Opportunities include:

- improving the functionality, accessibility and safety of pedestrian environment along Church Street
- providing accessible tram stops
- providing design initiatives for outdoor trading
- enhanced and safe cycle routes
- improving accessibility and amenity of the East Richmond Station area (refer to Objective 4.5)
- exploring opportunities and preparing concept designs for potential new kerb outstands and east-west links (including Albert Street, Adelaide Street, Amsterdam Street, Gordon Street, Yorkshire Street and Howard Street).

4.4.2 Prepare a Streetscape Master Plan for Cremorne Street to guide future streetscape improvements.
Opportunities include:

- working with BKI to improve interfaces to the street, connections through the site and new open space (refer to Objective 1.4)
- improving the functionality, accessibility and safety of pedestrian environment along Cremorne Street
- improving cycle facilities along the street
- reducing through traffic (noting this is dependent on the signalisation of Kelso Street)
- improving connections to Richmond Station (refer to Objective 4.5).



- Public open space
- Publically accessible private open space
- Existing open space upgrade and expansion
- Location for new Small Neighbourhood open space
- Location for for new Local open space
- Location for for new Small Local open space
- Public space opportunity or upgrade
- Improve connection to surrounding open space
- Government land
- Strategic sites
- Movement corridor (street re-design)
- Activity spine
- East West links
- Strategic Cycling Corridors (shared trails)

Railway and river crossing upgrades

1. Green Street underpass
2. Punt Road CityLink underpass
3. Oddys Lane railway bridge
4. Church Street
5. Dunn Street underpass
6. Balmain Street underpass

Potential open space locations

1. *Small Neighbourhood Open Space in the vicinity of the BKI site between Cremorne Street and Dover Street*
2. *Local Open Space between the railway and Church Street, north of Balmain Street*
3. *Small Local Open Space between Punt Road and Cremorne Street and north of Kelso Street*
4. *Small Local Open Space in the vicinity of Gough Street*
5. *Small Local Open Space south of Balmain Street between Cremorne Street and Cubitt Street*
6. *Small Local Open Space south of Balmain Street, between the railway and Church Street*
7. *Small Local Open Space in the vicinity of Swan Street and East Richmond Station*

Figure 40 - Open space and public realm framework

Objective 4.5 Reimagine the Richmond and East Richmond Station transport hubs.

Accessibility is a key success factor for the Cremorne Enterprise Precinct and its retail and residential areas. Richmond Station and East Richmond Station, on the northern boundaries of Cremorne, are integral to its success. Both provide public transport interchanges with access to tram routes and bus routes, in the case of Richmond Station.

Train stations are a key public spaces and piece of infrastructure for the community. They are natural gathering points. A key outcome for both stations is improved access and facilities for commuters and the community, with areas to relax and socialise.

Richmond Station - Major Gateway to Cremorne

Richmond Station is a major regional transport interchange. It forms the gateway to Richmond, the Sports and Entertainment Precinct and Cremorne. The station serves a significant volume of people attending major events in the Sports and Entertainment Precinct, the local resident and worker population of Cremorne and Richmond and people changing lines or swapping to trains and buses.

There is significant opportunity to improve public transport access and amenity of the station and area around it.

It will be easier to get to the station via the redesigned Cremorne Street and a new scramble crossing at Swan Street. With an opportunity for new public open to be created on the south-west corner of Cremorne and Swan Streets on Government land.

A new public space and much needed widened footpaths would be located on the northern side of street on the triangular land next to the station entrances to frame the entrance to the station and provide more space for seating and improved amenity.

The Swan Street railway bridge would be enhanced through public realm improvements showcasing diversity in sport through feature lighting, artwork and projections (refer to the Swan Street Streetscape Master Plan).



Image 38 - Richmond Station Swan Street



Image 39 - East Richmond Station platform

A revitalised East Richmond Station

The northern end of Church Street is focussed around the East Richmond Station. Access to the station is poor and is via laneways, ramps and underpasses. There is poor directional signage and low amenity and perception of safety, particularly at night. The station has no presence on Swan Street or Church Street. The area around the station is dominated by vehicular traffic and car parking – with little facilities for pedestrians or welcoming public space.

East Richmond Station would be enhanced by improved access to the station from Swan Street by turning Green Street, Railway Place and Shakespeare Place into pedestrian priority zones. This would entail the creation of a larger station forecourt and civic space in the existing car parking spaces on the northern side of the railway line (refer to the Swan Street Streetscape Master Plan).

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From Cremorne, access would also be improved via the Green Street underpass with improved sightlines and lighting. Importantly the East Richmond Station would be redesigned with a new station building on Church Street.

Actions

4.6.1 Engage with Department of Transport and VicTrack in future master planning for the redevelopment of the Richmond Station Precinct. Advocate for measures to improve the arrival experience and amenity of Richmond Station, including:

- implementing the Richmond Station Railway Bridge Gateway (refer to Swan Street Streetscape Masterplan)
- establishing a scramble crossing and public spaces at Swan and Cremorne Street intersection
- maintaining the pedestrian link to Stephenson Street along the railway corridor
- re-purposing underutilised land for public space and extended footpaths.

4.6.2 Work with Department of Transport and VicTrack to improve access and amenity East Richmond Station, including:

- implementing the Swan Street Streetscape Master Plan project to enhance the East Richmond Railway Station Forecourt on the northern side of the railway line
- exploring opportunities to increase the presence of the station at street level on Church Street
- improving pedestrian and bike access from the south of the station, including improving the amenity of the Green Street underpass, pedestrian access and car parking off Railway Crescent
- increasing the frequency of services stopping at East Richmond.

Objective 4.6 Support local placemaking initiatives that activate and enrich Cremorne.

Yarra's Place Making Framework (March 2022) identifies Cremorne (west of Church Street), Swan Street and Church Street as priority places for place making.

Place making includes:

- 'Hard' placemaking - physical infrastructure such as public realm improvements and public spaces, tree planting, traffic management treatments, new open spaces and improvements to existing open spaces.
- 'Soft' Place Making - activations and place management, community events, pop-up and temporary or trial installations, street parties, place management and curation.



Image 40 - Walnut Street shared zone

Cremorne has a well-organised community with several groups undertaking placemaking initiatives to improve Cremorne's quality of place, including temporary art installations and heritage interpretation, wayfinding, pop up spaces and street festivals. These community initiatives activate public spaces and contribute to vibrant spaces people love.

Place making provides the opportunity to enhance the sense of place and build community pride and connectivity by ensuring the local community is engaged in place making projects.

Cremorne is characterised by its quirky public art. Public art, integrated into public spaces and places, reflects Cremorne's creative businesses and community. It transforms public spaces and can expresses Cremorne's unique history, meaning and future of its location, its people and their stories.

Public art in Cremorne could include murals and projections, integrated art, and the use of smart technologies to activate and enhance the community experience.

This could be in the form of:

- Council / community funded works
- public art incorporated into State Government led infrastructure projects
- public artworks, as part of private developments.



Image 41 - Murals form part of Cremorne's identity

Actions

4.6.3 Support the community in place making through engaging on key projects and collaborating on activations and other initiatives in Cremorne.

4.6.4 Support public art that celebrates and enhances Cremorne's history and identity by:

- embedding public art into open space, public realm and infrastructure projects.
- encouraging and facilitating opportunities for public art to be commissioned in the private realm.

Objective 4.7 Protect and interpret Aboriginal cultural values and heritage in the design of Cremorne.

The area now known as the City of Yarra stands on the traditional lands and waters of the Wurundjeri Woi Wurrung people. Their connection to country extends back more than 60,000 years.

While links to Cremorne's traditional custodians have been diminished through post colonisation development, there is an opportunity to restore some of these links through recognition and interpretation of Aboriginal cultural values in Cremorne.

Engagement with the development industry, community and other stakeholders and ongoing consultation and collaboration with Traditional Custodians will provide opportunities to embed Caring for Country principles in the design and management of open spaces. Opportunities for the Aboriginal naming of streets, parks and community infrastructure will be encouraged.

Actions

4.7.1 In consultation with Traditional Custodians, support opportunities to embed Aboriginal language, design and names in streets, parks and public buildings.

Theme 5: Quality design that builds on Cremorne's precinct identity

High-quality built form outcomes will help deliver on the vision for Cremorne. New development will respond to Cremorne's character and the surrounding context, contribute to the public realm and enhance heritage buildings in Cremorne.

Challenges and opportunities

Cremorne is undergoing significant change and development pressure. The high demand for office floor space in Cremorne and unprecedented investment is changing the scale of commercial development. Older building stock is being replaced with contemporary office buildings of varying quality. Emerging development issues include:

- ground floors which are dominated by entrances to car parks and building services
- extensive glazing which limits the opportunity to engage with the street
- buildings built to the front boundary that provide little space around building entrances for standing, waiting or sitting. This is exacerbated by narrow and cluttered footpaths
- development that visually dominates and overshadows the street
- large commercial floor plates which create big bulky buildings
- poor internal amenity outcomes
- development outcomes which make it difficult for neighbouring sites to develop
- the lack of built form guidelines addressing residential amenity and managing differing scales of development.

Retaining the character of Cremorne

The urban character of Cremorne is diverse and interesting. Layers of history are evident in its mix of industrial warehouses, large institutions, rows of old workers' cottages, Victorian terraces and contemporary office buildings.

Along with its heritage buildings, there are a number of 'character' buildings that are dotted throughout Cremorne. They include single storey brick factories / warehouses which contribute to the intimate and mixed character of Cremorne. In addition to contributing to the sense of place and people's appreciation of the precinct, heritage and character buildings are attractive settings for businesses.

Cremorne is also home to two significant signs (identified as Municipal Landmarks); the Nylex Sign included on the state heritage register (Richmond Maltings, Gough Street) and the Slade Knitwear Sign (Dover Street). Views to these landmarks are important to reinforce a sense of place, retain important historic reference points and enrich the experience of residents and visitors within Cremorne and Yarra.



Image 42 - Church Street corner pub (non heritage)

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Image 43 - Human scale along Green Street

Creating planning controls to guide future development

The increased number of developments, emerging scale and absence of clear directions to guide Cremorne's future character, has reinforced the need for new built form controls. The existing planning controls within Cremorne's commercial precincts mainly manage the use of land.

New controls are proposed for Cremorne's commercial precincts to manage the scale and design of development of land and provide clarity and certainty for landowners, Council and the community. The new built form controls aim to balance the need to accommodate employment growth while protecting heritage fabric, enhancing the public realm and managing amenity impacts.

The built form recommendations will be implemented through new schedules to the Design and Development Overlay (DDO). The Design and Development Overlay (DDO) is a planning tool that is applied to areas which need specific requirements to guide the built form and design of new development. DDOs set requirements for the height, form and the general design of buildings.

DDOs are proposed to apply to the three commercial precincts where significant development is occurring - Cremorne West Precinct, Railway Precinct and Church Street Precinct. Additional work will be undertaken to develop specific controls to guide development on the seven identified strategic sites (refer to Objective 5.5).

No changes are proposed to the residential precincts in the Neighbourhood Residential Zone (NRZ) and General Residential Zone (GRZ). These areas are already covered by existing planning controls that will manage development.

DDOs can include built form and design requirements that are mandatory or preferred (discretionary). A mandatory requirement is a requirement that must be met with no opportunity to vary it. A discretionary (or preferred) requirement provides for some flexibility in how the required outcome is achieved. In Yarra, most DDOs contain a mix of both. In Cremorne, most of the built form controls are proposed as 'preferred'. Controls to protect view lines and the overshadowing of footpaths are proposed to be mandatory.



Image 44 - Ground floor activity

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Image 45 - Landscaped setbacks on Blanche Street

Approach to built form

The proposed future built form sees taller mid-rise development on the precinct's main spines and the core areas of the commercial precincts. Heights are lower on narrow streets and also transition down in height to existing residential areas.

Mid-rise development in the majority of the three commercial precincts will allow for increased development capacity while reinforcing the existing urban structure (the fine grain street network and narrow sites mixed with larger sites). Taller development will be encouraged in parts of Cremorne where there are less constraints e.g. along wider streets such as Church Street and the elevated railway line.

Careful consideration is also given to maintaining the prominence and visibility of heritage features and limiting the impact of overshadowing on important footpaths and public open space.

Vision statements have been developed for the Cremorne West, Railway and Church Street commercial precincts (refer to Part 3: Precincts). They not only describe the built form but also how streets will be redesigned, identify new open space opportunities and the type of land uses that might be expected. The new built form controls will allow developments to respond to, reinforce and strengthen this character, while providing opportunities for innovation and great design on a site-by-site basis.

How are we addressing these issues?

The objectives and actions under this theme will help deliver the vision for Cremorne by:

- Creating a comfortable and engaging public realm. (Objective 5.1)
- Delivering high-quality sustainable buildings. (Objective 5.2)
- Ensuring the scale and form of buildings respond to their context. (Objective 5.3)
- Showcasing Cremorne's diverse heritage buildings. (Objective 5.4)
- Creating blueprints for the redevelopment of strategic sites. (Objective 5.5)

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Objective 5.1 Create a comfortable and engaging public realm.

The street interface has the most significant impact on the quality of the public realm as it is the most visible part of the building from the public realm.

Opportunities to enhance the public realm

Large sites, in particular, provide an opportunity to create ground floor setbacks to create a transition between the public realm (i.e. the street) and the private realm (i.e. the building). These transition areas could be used for landscaping and seating, outdoor dining and bike parking and create attractive and useable spaces.

Creating well designed buildings at street level

Active frontages are crucial to add interest, vitality and safety to streets, while helping to encourage walking. This means building frontages should have openings (frequent doors and windows), articulated facades



Image 46 - Inset building entrances



Image 47 - Chamfered building corners

and limited blank walls. Internal uses should be visible from the street.

The ground floor of buildings should minimise the impact of inactive uses such as carparking and servicing, especially on sites with narrow frontages.

Where possible vehicle access and services should be provided off existing or proposed laneways rather than main streets. Any car parking within buildings should not be visible from the street. Proposed changes to the maximum car parking rate for office developments will help reduce the need for carparking in developments and have a positive impact on the design of many developments.

Retaining solar access to key footpaths and open space

Solar access to the footpaths of key streets will be maximised to ensure streets are comfortable, sunny public spaces that encourage people to meet and linger. Streets that have been identified for controls over solar access are Balmain Street, Cremorne Street and Church Street. These streets support a higher concentration of shops and cafes and are key connector streets for public transport, walking and cycling. These controls are proposed as mandatory.

The solar access controls have informed the street wall and overall building heights on sites adjoining the key pedestrian streets (Cremorne Street, Balmain Street and Church Street).

The draft UDF also seeks to protect existing public spaces from additional overshadowing. The majority of these locations are within low rise residential areas and will not be overshadowed.

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Design objectives

- To provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.
- To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets.
- To retain solar access to the footpaths along Church Street, Cremorne Street and Balmain Street.
- To prevent overshadowing of existing public open space.
- To minimise the negative impacts of servicing and car parking on the public realm.
- To minimise adverse wind effects caused by buildings in the public realm.

Recommendations

Active street frontages

- Break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the facade.
- Provide a high level of design detail at the ground floor and lower levels of buildings.
- Provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface.

Building setbacks

- Expand the public realm through inset building entrances and integrated seating (where determined appropriate).
- Where heritage is not a constraint, sites with a frontage of 30 metres or greater should provide ground level setbacks to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level setbacks are strongly encouraged on all sites where they have been provided nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- Provide chamfered building corners at intersections (where appropriate) to create additional public space at points of pedestrian congestion.



Image 48 - Setbacks re purposed for recreation

Solar Access / Overshadowing

- Ensure no additional overshadowing of the eastern/western footpath of Cremorne Street and Church Street between 10am and 2pm at the spring equinox (September 22) for a minimum of 3 hours.
- On Balmain Street, ensure no additional overshadowing of the following locations between 11am and 2pm at the spring equinox (September 22):
  - southern footpath on Balmain Street, east of the underpass
  - the southern portion of the Balmain Street Plaza
  - front gardens of dwellings on the southern side of Balmain Street between Cremorne Street and Gwynne Street.

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- Ensure there is no additional overshadowing of existing public spaces at the spring equinox (22 September) between 10am and 2pm.
- In locations where new public open space is identified (refer to Figure 40 in Theme 4) adjoining development should consider how building heights and massing would minimise additional overshadowing of any potential public open space.

Wind impacts

- Deliver comfortable wind conditions in the public realm.
- Development proposals for buildings over 15 metres in height will be required to be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.

Access, parking and loading

- Design vehicle ingress and egress into development, including loading facilities, to limit potential conflict between vehicle movements, pedestrians and designated bike routes.
- Locate any car parking within a basement or concealed from the public realm.
- Avoid separate entries for car parking entries and loading bays.



Image 50 - Parking impacts the quality of the street

Building Services

- Building services should not be visible on primary building facades. Where this is not possible, services should be integrated into the overall design of the building.
- Sub-stations to be located below ground and accessed from accessways or located off the primary street.

Laneways

- Increase the width of existing laneways and streets to a minimum of 6m where a property extends the full length of the laneway or street.
- Where access is required from streets/ laneways of 6m or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.
- Enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.

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Actions

5.1.1 Prepare a planning scheme amendment to introduce and implement the built form recommendations for Cremorne West, Railway and Church Street Precincts: Including:

- Active street frontages
- Building setbacks
- Solar access / overshadowing
- Wind impacts
- Access, parking and loading
- Building services
- Laneways.

Objective 5.2 Deliver high-quality sustainable buildings.

Delivering sustainable office environments is integral if Cremorne is to continue to attract progressive businesses to Cremorne. Sustainable, high-quality building design leads to reductions in energy costs and healthier workplace environments.

Delivering high-quality sustainable buildings requires sustainability to be treated as integral to the design of buildings rather than as a last-minute addition.

Sustainable buildings will be addressed through the implementation of Council's existing Environmentally Sustainable Development policy and any new standards approved as part of the Elevating Environmental Standards planning scheme amendment (see Theme 2: A leading sustainable and climate resilient precinct).

Adaptable buildings

Buildings that are designed to be flexible in use are more sustainable in the way they can adapted over time. The ability to create workspaces of different sizes, types and costs can meet different needs and respond to change. Car parks should also be designed to facilitate conversion to other uses.

Building separation

Adequate building separation distances are required to ensure that good levels of daylight and sunlight enters buildings. It also ensures that an outlook is provided from within buildings to connect occupants to the outside world and that privacy between neighbouring buildings is managed.

Building separation is also important to provide development equity and ensure the development of one site does not prevent the development of a well-designed building on the adjacent site.

The proposed built form controls require that buildings on sites with frontages of 20m or greater should be set back from side and rear boundaries. Buildings on narrow sites may be built to boundary in some circumstances where they avoid creating blank unarticulated walls and a continuous wall of buildings.

Where buildings are constructed / partially to the boundary, visible side walls should be well designed and articulated to avoid sheer blank pre-cast walls.

Design objectives

- To ensure buildings are well spaced and sited to provide equitable access to an outlook and good daylight.
- To avoid sheer unarticulated pre-cast walls.
- To develop buildings which are flexible and adaptable.
- To achieve optimal thermal comfort, including through natural ventilation, high performance insulation and the integration of green infrastructure.
- To encourage active transport through the provision of facilities for bike riders and pedestrians.

Recommendations

Sustainable buildings

- Achieve net zero carbon emissions.
- Maximise access to daylight through windows, lightwells, shallow floorplates, adequate floor to ceiling heights and building separation.
- Provide sustainable design features to address water management, solar access and innovative energy saving initiatives.
- Minimise the impact of development on solar access to adjacent solar panels.
- Design facades that are responsive to orientation to achieve optimal thermal comfort.

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- Achieve a high standard of internal amenity within the development.
- Ensure development appropriately considers the amenity impacts on neighbouring development.
- Provide access to balconies, terraces and courtyards to enhance amenity for building occupants and provide opportunities for greening.

Adaptable buildings

- Ensure floor to ceiling heights are appropriate to a range of uses over time.
- Enable subdivision of floorplates into smaller tenancies over time in response to evolving work patterns.
- Enable the conversation of car parking to other uses over time.

Building Separation

- Ensure buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.
- Buildings may be constructed to the boundary wall to a height of 8m (two storeys) above the street wall height.
- For sites with a frontage of less than 20m, development may be constructed to a side boundary above the boundary wall height where:
  - the adjoining site has a blank boundary wall; or
  - the proposed side wall is well articulated, does not run the full length of the boundary and does not result in a continuous wall of buildings when viewed from the street.
- For sites with a frontage of 20m or greater, buildings should achieve the separation distances outlined in Table 1.

Overall height of the building	Minimum setback from boundary or laneway centreline	Minimum building separation where there are multiple buildings on a site
1-3 levels above the boundary wall height	3m	6m
4 or more levels above the boundary wall height	4.5m	9m

Table 1 - Building separation distances

- For sites with multiple buildings, refer to the separation distances in Table 1.

Pedestrian entrances and bike parking

- Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.
- Provide well-designed bicycle infrastructure and end-of-trip facilities.

Actions

5.2.1 Introduce and implement built form recommendations for the Cremorne West Precinct, Railway Precinct and Church Street Precinct in the proposed planning scheme amendment for Cremorne addressing:

- Sustainable buildings
- Adaptable buildings
- Building Separation
- Pedestrian entrances and bike parking.

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Objective 5.3 Ensure the scale and form of buildings respond to their context.

New development must be responsive to its context including the neighbouring buildings, the character of the street and the broader Cremorne context.

Supporting mid-rise building heights

The proposed building heights range between 3 and 10 storeys (12m-40m). All heights are proposed to be preferred (discretionary) heights (i.e. they can be varied where meet specific criteria).

Building heights are taller along main streets (Cremorne Street, northern end of Stephenson Street and Church Street) and reduce towards low-scale residentially zoned areas and in response to the narrow width of streets and laneways.

Heights of buildings at the street edge

The height of buildings at the street edge has a direct impact on the experience of pedestrians within the street. These are known as street wall or podium heights.

The proposed street wall heights respond to the narrow street network in Cremorne – they maintain a 1:1 to 2:1 relationship between the width of the street and street wall height. This height helps to ensure the street feels comfortable to the person on the street (sense of human scale) and is not overwhelmed by buildings.

Street wall heights of between 2 and 4 storeys (8m and 16m) are proposed to respond to the street network in Cremorne and to maintain solar access to key streets. Higher heights of 4 storeys apply on the wider streets of Cremorne Street and Church Street.

Setting back upper levels, above the street wall, provides a clear delineation between the street wall and upper levels. They also help to reinforce a comfortable scale for pedestrians at street level while ensuring access to daylight and views to the sky.

Upper level setbacks of 3m and 5m are generally proposed. Upper level setback requirements increase as buildings get taller. Additional upper level setbacks will be required in specific locations to meet any solar access requirements.

Ensuring well designed buildings

New developments in Cremorne will be high quality and display design excellence. New buildings on large sites will need to be designed to avoid big bulky forms by providing visual breaks, changes building massing and separation between buildings at the street and upper levels.

The design of the street wall should reflect the prevailing pattern of subdivision, buildings in the surrounding context and also be broken up. Buildings should be expressed 'in the round' and avoid blank walls.

Retaining Cremorne's character buildings

Character buildings include pubs, factories, warehouses and offices which are not protected through the heritage controls in the planning scheme but contribute to Cremorne's visual identity and character.

They have not been individually identified as part of the draft UDF but include buildings which meet some or all of the following criteria:

- architecturally distinctive
- demonstrate a link to the industrial history of the area



Image 51 - Former industrial brick warehouse

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- have a three dimensional form of the building can be seen from the public domain.
- contains interesting detailing and provides visual interest at street level
- large window openings, with the potential for a positive interface with the public domain.

The retention and reuse of these buildings is encouraged as part of any redevelopment. They can also provide alternatives to new developments and offer more affordable spaces for businesses.

Transitions to low-rise residential areas

There are four residentially zoned areas that abut the taller commercial precincts – three residential precincts within Cremorne and one outside the precinct to the east – the Brighton Street residential area.

It is important that built form transitions in scale at these sensitive interfaces to minimise amenity impacts on surrounding areas, including overlooking, overshadowing and visual bulk.

Different interface control are proposed depending on the context and include direct interfaces (where properties share a common boundary) or laneway interfaces (where properties are separated by a laneway typically 3m wide or less). Lower heights and/or a setback requirement (which guides overall heights and maximum heights of walls on boundaries) are proposed to apply in these locations.

High visibility interfaces

Parts of Cremorne are highly visible from the southern side of the river and the elevated railway line which cuts through the centre of the precinct. That means that buildings facing the railway or are visible from the river's edges must be particularly well designed.



Image 52 - Yarra River corridor

Design objectives

- To design buildings that respond to the form of neighbouring buildings.
- To ensure that overall heights are responsive to the width and character of the street.
- To minimise visual bulk at street level by providing street walls and overall heights that are responsive to the width and character of the street.
- To provide upper-level setbacks above the street wall that allow for a clear delineation between the street wall and the upper levels.
- To protect the amenity of properties in adjoining residential zones in terms of overshadowing of private open space and overlooking.
- To support development that contributes positively to the urban and heritage warehouse character of Cremorne.
- To avoid expansive building forms and excessive visual bulk.

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Recommendations

Overall building heights

General

- Refer to preferred maximum building heights shown in Figure 44: Cremorne West & Railway Precincts and Figure 45: Church Street Precincts.

Precinct specific

- Church Street Precinct - Proposed building heights are between 5 and 10 storeys (20m and 40m) with the highest heights along Church Street and reducing along narrow streets and laneways to the east and west. Heights also reduce close to sensitive low-scale areas to the east and north-west.
- Cremorne West Precinct - Proposed building heights are between 3 and 9 storeys (12m and 36m) the highest heights apply on the northern end of Stephenson Street along the elevated railway line (9 storeys) and also along Cremorne Street (8 storeys). Heights reduce close to sensitive low-scale areas to the south and west.
- Railway Precinct - Proposed building heights are between 5 and 7 storeys (20m - 28m) to provide a human-scale along streets and laneways.

Street Wall Heights

General

- Ensure street walls are designed to reinforce an appropriate scale for pedestrians along streets and laneways and include architectural detailing such as high quality tactile materials and depth and articulation to ensure an engaging pedestrian experience.
- Refer to preferred maximum street wall heights shown in Figure 44: Cremorne West and Railway Precincts and Figure 45: Church Street Precinct.

Precinct specific

- Church Street Precinct – Street wall heights of 3-4 storey (12m-16m) are proposed with a taller four storey street wall on Church Street.
- Cremorne West – The street wall height varies from 2-4 storey (8m-16m). A four storey street wall height applies to Cremorne Street.
- Railway Precinct - A 3 storey (12m) street wall height is proposed.

Upper Level Setbacks

- Provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.
- Refer to preferred minimum upper level setbacks in Figure 44: Cremorne West and Railway Precints and Figure 45: Church Street Precincts.

Interface to properties in Neighbourhood Residential Zone (NRZ) or General Residential Zone (GRZ)

- Protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space and overlooking.
- Provide a setback of 3m at direct interfaces to create a buffer at these sensitive edges.
- Apply a 2 storey (8m) maximum wall height with an upper level setback of 45 degrees (up to a minimum distance of 12m).
- Provide a maximum of two steps in building form to avoid overly stepped outcomes.
- Refer to preferred heights and setbacks in Table 2.

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Interface	Setback	Maximum wall height	Upper level setback
Laneway residential	NA	2 storeys (8m)	45 degrees to a distance of 12m
Direct residential	3m	2 storeys (8m)	45 degrees to a distance of 12m

Table 2 - Residential interfaces

Figure 41 - Laneway residential interface

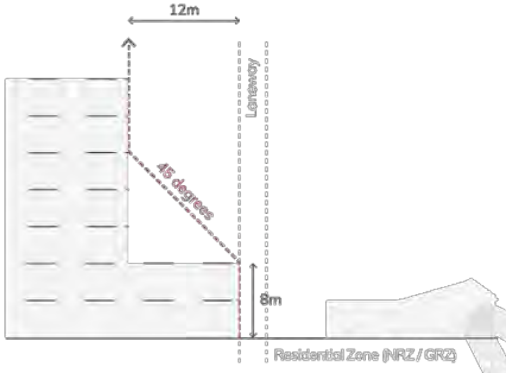


Figure 42 - Direct residential interface

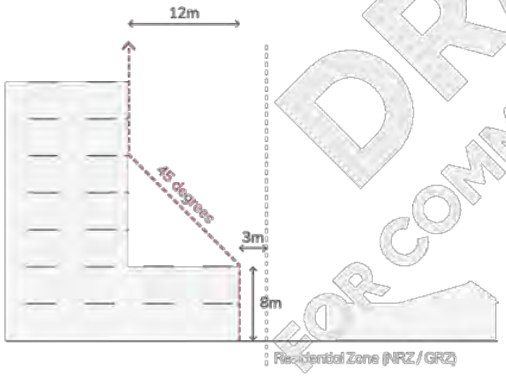
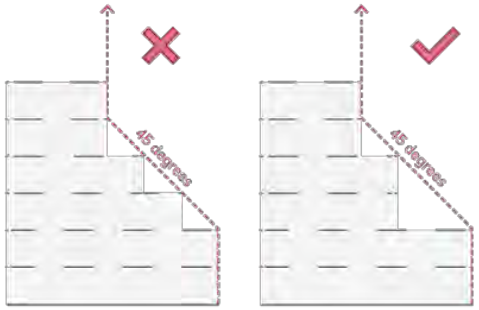


Figure 43 - Upper level setback stepping (unacceptable / preferred)



Character buildings

- Facilitate development that supports the adaptive reuse of character buildings.
- Reinforce the industrial character of Cremorne through designs which use robust materials and references industrial typologies.

Building design

- Create well-designed building edges and facades on buildings that are visible from the elevated railway line or Yarra River (Birrarung).
- Buildings on larger sites are to be broken up into a series of smaller building forms that contribute positively to their context and their historic urban grain.
- Avoid continuous walls of buildings when viewed from street level by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.
- Avoid blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide for visual interest.

Actions

5.3.1 Introduce and implement built form recommendations for the Cremorne West Precinct, Railway Precinct and Church Street Precinct in the proposed planning scheme amendment for Cremorne addressing:

- Overall building heights
- Street wall heights
- Upper-level setbacks
- Interfaces to properties in residential zones (NRZ and GRZ)
- Character buildings
- Building design.

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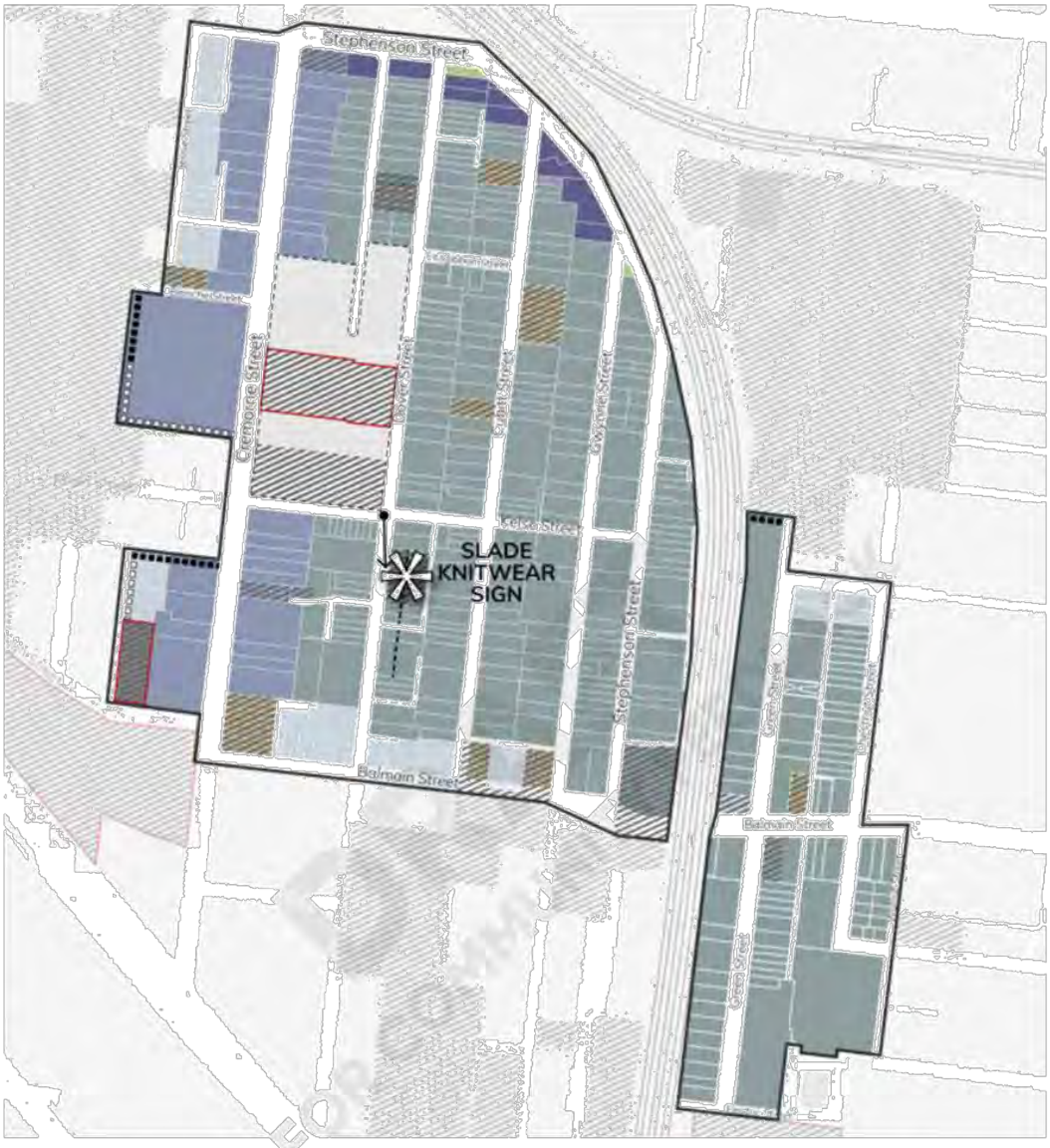
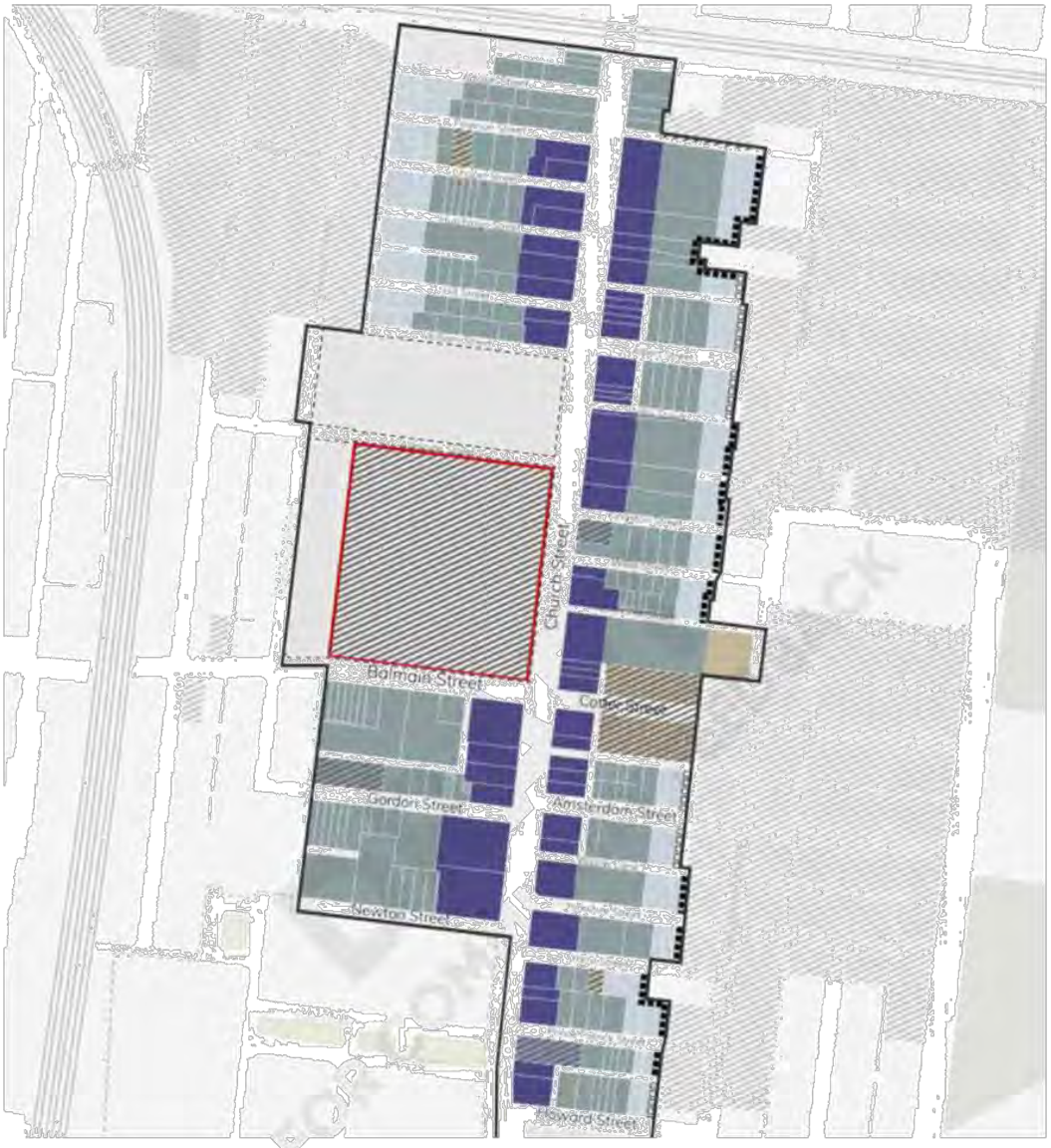


Figure 44 - Cremorne West and Railway Precinct - building heights, street wall heights and upper level setbacks



- Precinct boundary
- Strategic sites
- Heritage Overlay
- Victorian Heritage Register
- Residential laneway interface
- Residential direct interface

For sites within the Heritage Overlay or adjacent to a site in the HO, refer to Objective 5.4.

Maximum overall building height	Maximum street wall height	Minimum upper level setback
40m (10 storeys)	16m (4 storeys)	5m (subject to solar)
32m (8 storeys)	---	---
28m (7 storeys)	12m (3 storeys)	3m
20m (5 storeys)	12m (3 storeys)	3m
12m (3 storeys)	---	---

Figure 45 - Church Street Precinct - building heights, street wall heights and upper level setbacks

Objective 5.4 Showcase Cremorne's diverse heritage buildings.

Cremorne's heritage buildings reflect its industrial and residential past. They are comprised of a number of locally significant heritage places (industrial, commercial and residential) and some industrial buildings of state significance that are included on the Victorian Heritage Register (VHR). New development should respect the scale and context of these important buildings.

Retaining the prominence of heritage buildings

Given there are relatively few heritage buildings and places in Cremorne, the proposed built form controls are designed to ensure heritage buildings retain their prominence.

Careful design responses that are tailored to the specific characteristics of the different building typologies are required. For example, residential heritage buildings have ground floor street setbacks with front gardens, whereas industrial heritage buildings are built to the street edge.



Image 53 - Slade Knitwear sign

Specific metrics have been developed to help retain the identified original fabric of the buildings, including the principal façade, primary roof form and chimneys.

Sites adjacent to heritage buildings

The proposed built form controls also apply to sites adjacent to the heritage buildings and places to ensure an appropriate transition to the heritage building and its setting.

Landmarks

The Nylex sign is of social and heritage significance for its landmark qualities. The sign dominates the view along Punt Road and Hoddle Streets. Because of its location at the entrance to the Monash Freeway (CityLink) the Nylex sign is considered the unofficial gateway into Melbourne from the south.

While locally significant views in Balmain Street are obscured by development, it is still visible at a distance from its significant viewpoints. The primary view for the sign identified for protection in the Yarra Planning Scheme is from the eastern footpath of the Morell Bridge (to the north-west within the City of Melbourne). This view is from outside of Yarra and has been enshrined in the development approval for the Richmond Maltings site. The planning approval for the site includes raising the sign by 15 metres.

The Slade Knitwear sign is another landmark commercial sign identified in the Yarra Planning Scheme. The sign is clearly legible from the intersection of Kelso and Dover streets. This significant view is proposed to be protected in the proposed built form controls.

Any development on the site and to the south will be required to set back above the street wall to retain the view of the sign with clear blue skies behind it. This setback is proposed to be a mandatory control.

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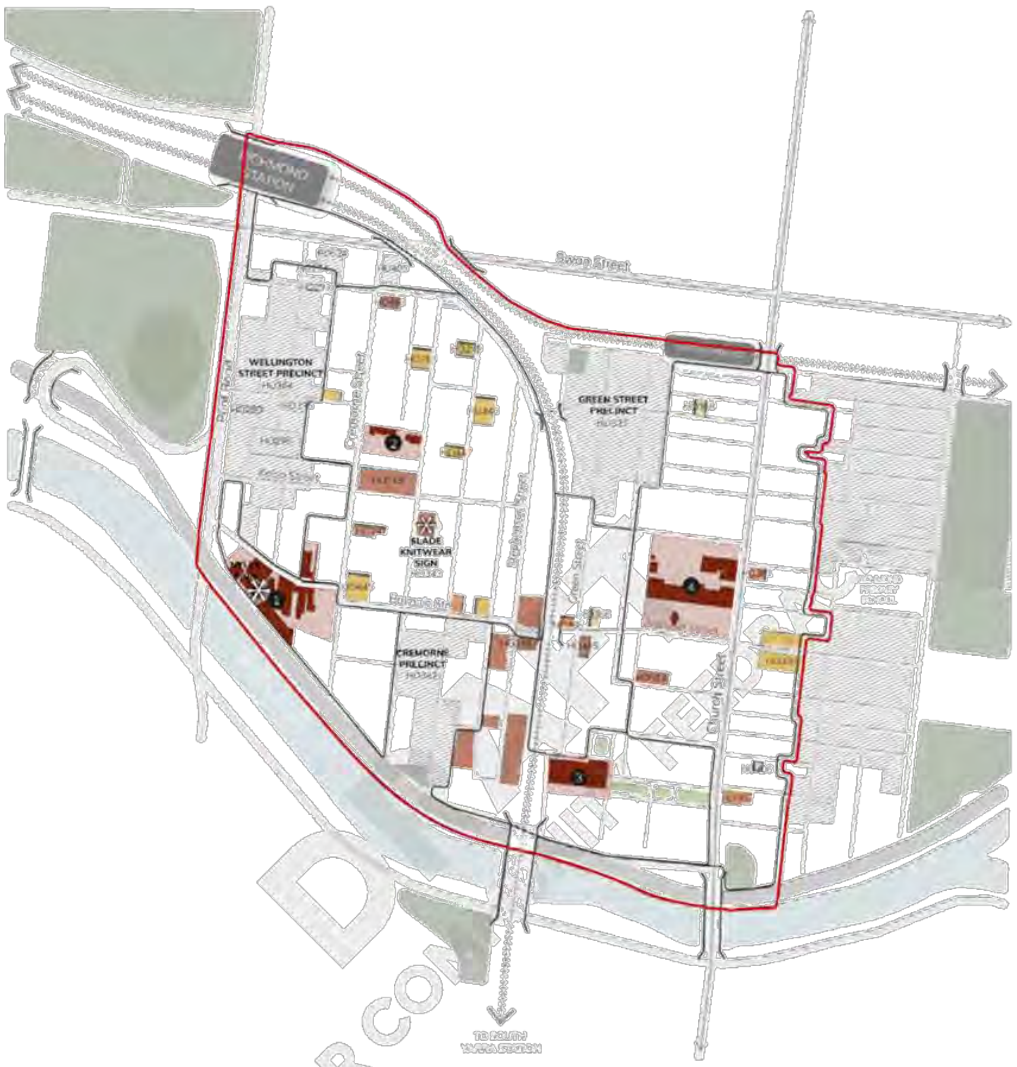

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Figure 46 - Heritage buildings and precincts within Cremorne

Cremorne's heritage typologies



Image 55 – 75 Balmain Street

Residential (detached) Heritage

There are several detached residential buildings of significance, ranging in scale from one to two storeys.

- 6 Yarra Street - House (HO406)
- 75 Balmain Street - Olinda House (HO366)
- 11 Chapel Street & 10 Pearson Street - House & Stables (HO368)



Image 54 - 137-151 Cremorne Street

Residential (terrace) Heritage

Residential terrace buildings included within the Heritage Overlay are setback from the street boundary, varying in depth from shallow verandas to deeper front gardens.

- 137-151 Cremorne Street - Wilford Terrace (HO445)
- 16-18 Cubitt Street - Terraces (HO249)
- 21-33 Cubitt Street - Terraces (HO446)
- 58-60 Cubitt Street - Terraces (HO447)
- 30-38 Dover Street - Hurst Terrace (HO253)



Image 56 - 533 Church Street

Commercial Heritage

Commercial typologies that are located within the Heritage Overlay vary from single storey shop fronts to prominent corner hotels.

- 69 Balmain Street - Grocer's Shop & Residence (HO365)
- 119 Cremorne Street - Former Yarra Hotel (HO247)
- 619 Church Street - Prince Alfred Hotel (HO382)
- 533-537 Church Street - Alexander Miller's Shops & Residences (HO381)



Image 57 - Former Cremorne Primary School

Institutional heritage

There is only one only institutional heritage building remaining in modern day Cremorne.

- 55-67 Cremorne Street - Former Cremorne Primary School No. 2084 (HO246 and VHR H1634) (part of the BKI Strategic Site)

Cremorne's heritage typologies



Image 58 - 80-82 Balmain Street



Image 60 - Former Richmond Power Station



Image 59 - Slade Knitwear sign



Image 61 - Nylex Sign

Industrial Heritage

Former industrial buildings in Cremorne range from large scale complexes such as Bryant and May and Rosella to smaller scale factories buildings such as the former Nuttelex and Kelmbro factories.

- 80-82 Balmain Street - Former Kelmbro Factory (HO367)
- 9-11 Cremorne Street - Former Factory (HO463) (redeveloped)
- 1-9 Gordon Street - Former Factory (HO519) (redeveloped)
- 64 Balmain Street - Rosella Factory Complex (HO349) (part of the Rosella Strategic Site)
- 85-99 Cremorne Street - Former Melbourne Wire Works (HO518) (part of the BKI Strategic Site)
- 560 Church Street – Former Bryant and May complex (HO240 and VHR H626) (part of the Bryant and May Strategic Site)
- 15 Gough Street – Richmond Maltings (HO350 and VHR2050)
- 658 Church Street - Former Richmond Power Station (HO279 and VHR H1065) (part of the 658 Church Street Strategic Site)

Municipal landmarks

There are two municipal landmarks identified in Cremorne.

- 105-115 Dover Street – Slade Knitwear sign (HO343)
- Gough Street – Nylex Sign (HO350 and VHR H2049) (part of the Maltings Strategic Site)

Design objectives

- To ensure the valued built form heritage and character of Cremorne is recognised.
- To enhance the setting of heritage buildings.
- To maintain the prominence of existing heritage buildings within sites.
- To retain the visibility of significant architectural features from the public realm.
- To protect primary views to municipal landmarks within Cremorne.



Image 64 - Rosella Complex Palmer Parade



Image 63 - Prince Alfred Hotel Church Street



Image 62 - Former Yarra Hotel Cremorne Street

Recommendations

Municipal Landmarks

- Maintain the visual prominence and protect the clear sky views of the:
  - Nylex Sign when viewed from the centre of eastern footpath of the Morell Bridge.
  - Slade Knitwear Sign when viewed from the footpath on the north-west corner of Dover Street and Kelso Street.
- For the Slade Knitwear site at 105-115 Dover Street and sites to the south of the Slade Knitwear sign at 117-129 Dover Street, the upper levels of development must be set back 11m above the street wall.

Heritage buildings

Heritage buildings identified on Figure 46 should meet the following:

General

- Retain existing heritage fabric to retain the three dimensional form as viewed from the public realm and to avoid dominating the heritage place and facadism.
- Ensure facade heights of infill developments within a Heritage Overlay match the parapet height of adjoining heritage buildings to ensure new built form responds to heritage context.
- Ensure building additions are distinguishable from the existing heritage fabric.
- Use high-quality materials that complement the materiality of the existing fabric heritage fabric.

Site specific

- Residential (detached) heritage refer to Table 3
- Residential (attached) heritage refer to Table 4
- Commercial heritage refer to Table 5
- Industrial heritage refer to Table 6

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Sites adjacent to heritage buildings

Buildings within interfaces to heritage buildings identified on Figure 46 should meet the following:

General

- Overall building heights create a transition between new buildings and existing buildings.
- Apply ground floor street setbacks that align with neighbouring buildings to retain oblique views along the street, where identified.
- Apply side setbacks that allow heritage buildings with 'side' features to be viewed from the public realm, where identified.
- Ensure street wall heights match the parapet height of adjacent heritage buildings to create a transition between forms.
- Apply upper level setbacks that allow significant architectural features to remain visible.
- Design side interfaces to minimise visual bulk to adjacent heritage buildings.
- Use high-quality materials that are complementary to the materiality of the existing heritage fabric.

Actions

5.4.1 Introduce and implement built form recommendations for the Cremorne West Precinct, Railway Precinct and Church Street Precinct in the proposed planning scheme amendment for Cremorne addressing:

- Municipal landmarks
- Heritage buildings
- Sites adjacent to heritage buildings.



Image 65 - Nylex sign viewed from Melrose Street

Heritage buildings

Residential (detached)

Heritage buildings / places	Built Form Element	Recommendation
6 Yarra Street - House (HO406) 75 Balmain Street - Olinda House (HO366) 11 Chapel Street & 10 Pearson Street - House & Stables (HO368)	Retention of existing heritage fabric	6 Yarra Street & 75 Balmain Street - Retain heritage fabric to a depth of two front rooms (approximately 9m) 11 Chapel Street & 10 Pearson Street - At minimum, retain the eastern and southern façade of rear stables along with the roof form
	Street wall height (infill development within the Heritage Overlay)	11 Chapel Street & 10 Pearson Street - Match eaves
	Upper level setback (development within the Heritage Overlay)	Set new development back behind the heritage form to retain the full extent of original roof form
	Maximum overall building height (development within the Heritage Overlay)	12m (3 storeys)

Table 3 - Residential (detached) heritage recommendations

Residential (terrace)

Heritage buildings / places	Built Form Element	Recommendation
137-151 Cremorne Street - Wilford Terrace (HO445) 16-18 Cubitt Street - Terraces (HO249) 21-33 Cubitt Street - Terraces (HO446) 58-60 Cubitt Street - Terraces (HO447) 30-38 Dover Street - Hurst Terrace (HO253)	Retention of existing heritage fabric	Retain heritage fabric to a depth of two front rooms (approximately 9m) 16-18 Cubitt - Retain the full double gable length of the terrace.
	Upper level setback (development within the Heritage Overlay)	Set new development back behind the heritage form to retain the full extent of original roof form. 21-33 Cubitt Street - Setback so built form rests within a continuing roofline from the terrace below.
	Maximum overall building height (development within the Heritage Overlay)	12m (3 storeys)

Table 4 - Residential (terrace) heritage recommendations

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Heritage buildings

Commercial

Heritage buildings / places	Built Form Element	Recommendation
69 Balmain Street - Grocer's Shop & Residence (HO365) 119 Cremorne Street - Former Yarra Hotel (HO247) 619 Church Street - Prince Alfred Hotel (HO382) 533-537 Church Street - Alexander Miller's Shops & Residences (HO381)	Retention of existing heritage fabric	Retain the full roof form and full volume of principal building form 69 Balmain Street – 10m depth 119 Cremorne Street - Retain entire heritage building including all chimneys and roof form (no removal of original fabric) 619 Church Street - Retain entire heritage building 533-537 Church Street – Retain a minimum of 7 metres of original fabric to maintain side parapet stepped form
	Upper level setback (development within the Heritage Overlay)	Set new development back behind the heritage form 119 Cremorne Street -12m with two upper most storeys set back an additional 3m 619 Church Street - Set any new addition back minimum 12m from Church Street 533-537 Church Street – Retain approximately 7m minimum of original fabric to maintain side parapet stepped form
	Maximum overall building height (development within the Heritage Overlay)	See Figure 44 and Figure 45
	Street wall height (infill development within the Heritage Overlay)	619 Church Street - Match the parapet height of heritage building 533-537 Church Street - 8 metres (two storeys)
	Upper level setback (infill development within the Heritage Overlay)	69 Balmain Street – 3 metre minimum to Balmain Street 619 Church Street – 3 metre minimum to Prince Patrick Street 533-537 Church Street - 3 metre minimum to Kingston Street

Table 5 - Commercial heritage recommendations

Industrial

Heritage buildings / places	Built Form Element	Recommendation
80-82 Balmain Street - Former Kelmbro Factory (HO367)	Retention of existing heritage fabric	Retain significant fabric and two structural bays from the primary Balmain Street frontage
	Upper level setback (development within the Heritage Overlay)	Set back by at least two windows section along Green Street (approximately 7 metres) and Balmain Street (approximately 5 metres)
	Maximum overall building height (development within the Heritage Overlay)	See Figure 44 and Figure 45
	Street wall height (infill development within the Heritage Overlay)	Match the parapet height

Table 6 - Industrial heritage recommendations

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Sites adjacent to heritage buildings

Residential (detached)

Properties adjacent to heritage buildings / places	Built Form Element	Recommendation
6 Yarra Street (HO406) 75 Balmain Street (HO366)	Street wall / front setback	Match front setback for a minimum length of 6 metres
	Side setback	6 Yarra Street - Set the whole building back 2.5 metres from the side property boundary for 6 metres on the eastern boundary only, to reveal side wall stonework
	Upper level setback	75 Balmain Street – Set upper levels (above the two storey street wall) back 9 metres to match Olinda House

Table 7 - Sites adjacent to residential (detached) heritage recommendations

Residential terrace)

Properties adjacent to heritage buildings / places	Built Form Element	Recommendation
16-18 Cubitt Street (HO249) 58-60 Cubitt Street (HO447) 30-38 Dover Street (HO253)	Street wall setback / front setback	16-18 Cubitt Street – Match front setback match for minimum length of 6 metres
	Side setback	30-38 Dover Street - Set upper levels (above the street wall) back 2.5 metres from the side boundary for the depth of two front rooms to protect views to chimney 16 & 18 Cubitt Street - Set the whole building back 2.5 metres from the side property boundary for the length of the two gables to protect views of the side gables 58 & 60 Cubitt Street - Set the whole building back 2.5 metres from the side of the heritage building for the length of original roof form

Table 8 - Sites adjacent to residential (terrace) heritage recommendations

Commercial

Properties adjacent to heritage buildings / places	Built Form Element	Recommendation
69 Balmain Street (HO365) 119 Cremorne Street (HO247) 619 Church Street (HO382) 533-537 Church Street (HO381) 80-82 Balmain Street (HO367)	Street Wall Height	Match the parapet height of the heritage building for a minimum of 6 metres in length
	Upper Level Setback	Match the upper level setback of the heritage building for a minimum length of 6 metres

Table 9 - Sites adjacent to commercial heritage recommendations

Industrial

Properties adjacent to heritage buildings / places	Built Form Element	Recommendation
80-82 Balmain Street (HO367)	Street Wall Height	Match the parapet height of the heritage building for a minimum of 6 metres in length
	Upper Level Setback	Match the upper level setback of the heritage building for a minimum length of 6 metres

Table 10 - Sites adjacent to industrial heritage recommendations

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Objective 5.5 Create blueprints for the redevelopment of strategic sites.

Cremorne includes a number of larger and more complex strategic sites which present development opportunities. However, these sites also present opportunities to realise community benefits including through site links, new walking and cycling connections and opportunities for much needed public open space.

The sites include the Bendigo Kangan Institute (BKI), the Bryant & May Complex, 167 Cremorne Street, Rosella Complex, 658 Church Street, 534 Church Street and the Richmond Maltings site.

Built form controls have not been developed for these sites as part of the draft UDF. However, the draft UDF includes design objectives for each of site which address important structural elements which would guide the redevelopment of the site. For example, potential locations for open space, through site links and interface issues.

The existing conditions of each was analysed and used to inform an overarching design vision and series of objectives for each site, generally addressing (where relevant):

- massing and height transition
- ground floor setbacks
- views to heritage buildings
- potential through site connections
- open space opportunities
- River corridor overshadowing.



Image 66 - 658 Church Street - Former Power Station



Image 67 - Bryant and May Complex

Further strategic work will be undertaken with landowners and Heritage Victoria, where sites are on the Victorian Heritage Register, to inform more detailed master planning of the sites. This will further explore built form parameters and consider planning scheme mechanisms. (Noting planning controls do not apply to the Department of Education owned BKI site, however a collaborative master planning process would still be undertaken.)

One planning mechanism that could be explored is the use of Floor Area Ratios (FARs). A FAR is a type of planning control that sets a specific amount of development that can occur on a site. The floor area ratio is the ratio of a new building's total floor area in relation to the size of the site it is being built on. For larger sites, a floor area ratio combined with other built form controls allows for variation in the height and shape of buildings while also enabling the delivery of new streets and open spaces.

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Image 68 - Former Cremorne Primary School

Victorian Heritage Register

Four of these sites include significant heritage buildings that are on the Victorian Heritage Register:

- Richmond Maltings (noting the majority of the portion of the site it applies to is already developed)
- Bendigo Kangan Institute – Former Cremorne Primary School (HO246, VHR H1634)
- Former Bryant and May Industrial Complex (HO240, VHR H626)
- 658 Church Street – Former Richmond Power Station (HO279, VHR H1055).

There is an opportunity to showcase these spectacular heritage buildings in any redevelopment of the site. Given this it is critical that Council and landowners engage with Heritage Victoria to guide and support the heritage management of these State significant places.

Yarra River Corridor Protection

Four of the strategic sites are also affected by Schedule 1 to the Design and Development Overlay (DDO1), the Yarra (Birrarung) River Corridor Protection overlay:

- Richmond Maltings (noting the majority of the portion of the site it applies to is already developed)
- 167 Cremorne Street
- The Rosella Complex (57 Balmain Street)
- 658 Church Street.

This DDO does not specify mandatory or discretionary requirements regarding building heights, however it applies an overshadowing requirement to three of the strategic sites interfacing the river. Buildings must not cast any additional shadow on the Yarra River between 11.00am and 2.00pm on 22 June (winter solstice).

In addition to considering overshadowing of the river, developments will also need to consider this highly visible interface. The Significant Landscape Overlay SLO1 also applies to some sites adjacent to the river and requires consideration of impacts on the river, removal of vegetation and visual impact (Refer to Theme 2).

Actions

5.5.1 Undertake further strategic work for each strategic site in conjunction with landowners and Heritage Victoria (as relevant) to inform detailed master planning.

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Part Three: Precincts

This section details the vision for each precinct; Cremorne West, Railway, Church Street and Birrarung and strategic sites.

Part Three: Precincts

There are distinct commercial and residential precincts within Cremorne, each with its own individual characteristics and opportunities. This section details how the vision for Cremorne West, Railway, Church Street and Birrarung will be achieved through the application of the proposals and actions outlined in Part Two: The Framework. Where a strategic site is located with the precinct, a vision and objectives are described to guide future work.

Cremorne West Precinct

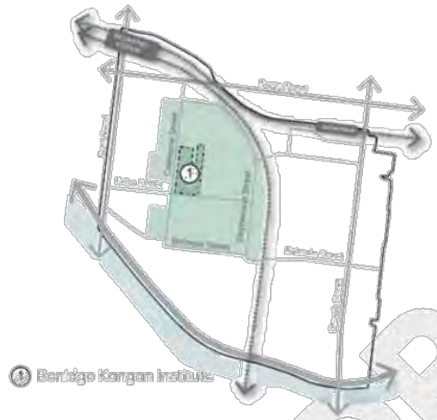

Figure 47 - Cremorne West Precinct

Existing Conditions

South of Richmond Station, bound by Stephenson Street to the north, Jessie Street and residential areas to the west, Balmain Street to the south and the railway corridor to the east. Cremorne Street forms the main north south corridor, with the Bendigo Kangan Institute Campus (BKI) at the centre. This precinct is characterised by a network of narrow one-way north-south streets. Predominantly, low-rise industrial, interspersed with residential terrace typologies with mid-rise contemporary office development. Recent development activity has shifted towards a scale of seven to eight storeys, with some larger sites accommodating up to nine storeys. Key heritage buildings include the Former Cremorne Primary School, Slade Knitwear sign, and clusters of residential terraces.



Image 70 - Stephenson Street low rise industrial



Image 69 - Bendigo Kangan Campus Cremorne Street

The Vision – Cremorne West

Cremorne West will form the **heart of the Cremorne 'Enterprise Precinct'** with diverse global and local creative and innovative businesses. It will be a vibrant and busy commercial precinct, with activity spilling out onto its streets.

Cremorne Street will be reimagined as a leafy pedestrian and cycle friendly spine linking Richmond Station to the Birrarung Precinct to the south. Buildings on larger sites will be set back off the street to provide space for widened footpaths, seating, greening and welcoming entrances to buildings.

Access will be improved to the **revitalised Richmond Station with an improved crossing at Swan and Cremorne Street**s and public spaces marking the entrance to Cremorne West from the Station Precinct.

The BKI Campus, at the heart of the precinct, will become a creative and digital education and community hub for the Enterprise Precinct. The campus will provide education facilities and new public spaces around the historic former Cremorne Primary School buildings which will welcome the wider community into the campus.

The Precinct will be characterised by **its eclectic mix of heritage terraces, industrial buildings and high quality contemporary commercial buildings** which respect the fine grain character and narrow streets. Taller buildings of eight to nine storeys will be focussed on Cremorne Street and Stephenson Street north along the railway line with heights transitioning down to the residential areas in the west and south of **the Precinct.**

Stephenson and Balmain Streets will also become important green walking and cycling corridors linking east and western Cremorne, punctuated by **small intimate public spaces to meet and rest.**

Activities and Land Use

- Cremorne West will further develop into a vibrant and busy commercial precinct supporting small innovative manufacturers to corporate head offices. Retail space and cafes will support the needs of people working and living in the area.
- Commercial buildings will provide high quality, flexible and adaptable workspaces.
- Developments will enhance and activate streets and laneways.
- The Bendigo Kangan Institute (BKI) Digital and Creative Skills campus lies at the heart of Cremorne Street. It will be enhanced as creative and digital education and community hub (refer to Objective 1.4 and Bendigo Kangan Institute – Strategic Site).

Movement and Access

- Access to the transformed Richmond Station Precinct will be improved. The crossing at Swan Street and Cremorne Street will be improved for pedestrians and bikes. New public spaces will mark the entrance to Cremorne West.
- Cremorne Street will be safer and more pleasant for all users due to reduced vehicle speeds and lower volumes of traffic. The street will be transformed into a pedestrian and cyclist friendly environment, linking Richmond Station to the Birrarung Precinct to the south.
- Through vehicular traffic will be discouraged on Cremorne Street, allowing essential service vehicles and destination trips only. Workers and visitors will walk and cycle safely within the precinct, with slow traffic speeds and redesigned streets.

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Streets and Spaces for People

- Stephenson Street will provide an improved pedestrian experience linking Swan Street and Cremorne Street to the Dunn Street underpass. The landscaped street along the rail corridor will be interspersed by places to sit and meet.
- Buildings will provide generous entrances and integrated seating, with ground floor setbacks and landscaped spaces on larger sites where appropriate.
- A new small neighbourhood public open space will be located on the BKI Campus, creating a vibrant campus social and recreation space that draws the wider community into the site.
- New street trees and landscaping will contribute to the amenity of streets and ensure a climate ready precinct.



Image 71 - Cremorne Street streetscape activity



Image 72 - Former Yarra Hotel Cremorne Street

Design Quality

- Cremorne West will be recognisable by its eclectic mixed character of heritage terraces, industrial factories and other unique heritage buildings, juxtaposed with contemporary commercial buildings.
- Contemporary commercial buildings of eight to nine storeys along Cremorne Street and Stephenson Street (north) reinforce the industrial character of Cremorne West with their form and the materials used.
- Buildings reduce in height at the street edge to create a human-scale environment and ensure a high level of amenity along the narrow streets.
- Street walls of up to four storeys and upper level setbacks will maintain solar access to Cremorne Street ensuring attractive sunny footpaths.
- Heritage buildings on the BKI campus will be respectfully adapted to house new education and community facilities.
- Heritage and character buildings will be reused or sensitively redeveloped to retain the integrity of the building and celebrate the historic character of this precinct. Rows of Victorian era terraces will be retained and framed by new commercial development.
- Sky views behind the significant Slade Knitwear sign from Dover Street will be maintained through upper-level setbacks of the buildings on the site and to the south.

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Figure 48 - Cremorne West framework

Bendigo Kangan Institute (Strategic Site)

The Bendigo Kangan Institute campus plays an important role in the long-term strategic future of the area. The site includes a series of institutional buildings, including State and locally significant heritage buildings, set within a carpark and landscape setting. There are limited links through the site.

Design objectives

1. Buildings range in height with building massing carefully located to ensure that views to the roofline of the former Cremorne Primary School remains prominent within the skyline.
2. A new small neighbourhood open space is located to the south of the former Cremorne Primary School (extending the full width of the building) that enhances and complements the existing building.
3. A new east-west link is provided to the north of the former Cremorne Primary School (minimum 10m wide) to provide space behind the school buildings when viewed from the south and link Cremorne and Dover Streets. A secondary east-west link is provided alongside the future open space. North-south connections to Dove Street are also enhanced.
4. A ground floor setback is provided to Cremorne Street (minimum 6m) that aligns with the building line of the former Cremorne Primary School and allows for the integration of seating and landscape at the street interface and welcomes the community in.
5. Public access to the existing open spaces within the site is improved.
6. Heritage buildings (Former Cremorne Primary School buildings and Former Melbourne Wire Works) will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history. NOTE - *Council and landowners will need to engage with Heritage Victoria on buildings/places which are on the Victorian Heritage Register.)*

Vision

The Bendigo Kangan Institute is a **revitalized and vibrant campus at the heart of Cremorne West**, where students, industry and the community come to **learn and collaborate**. The campus will be connected to the wider community and businesses.

A **series of contemporary buildings** will be designed and located within a landscaped setting that will cement BKIs reputation as a critical educational institution within Cremorne. The new buildings will create a visually interesting skyline and streetscape around the Former Cremorne Primary School. **School buildings** are reused or sensitively redeveloped to retain the integrity and a sense of history of site.

A **new open space is located to the south of the Former Cremorne Primary School buildings**. Other new spaces will be created providing different experiences and fulfilling different needs. An **internal laneway network** is well-integrated into the surrounding street network drawing the public through the site.

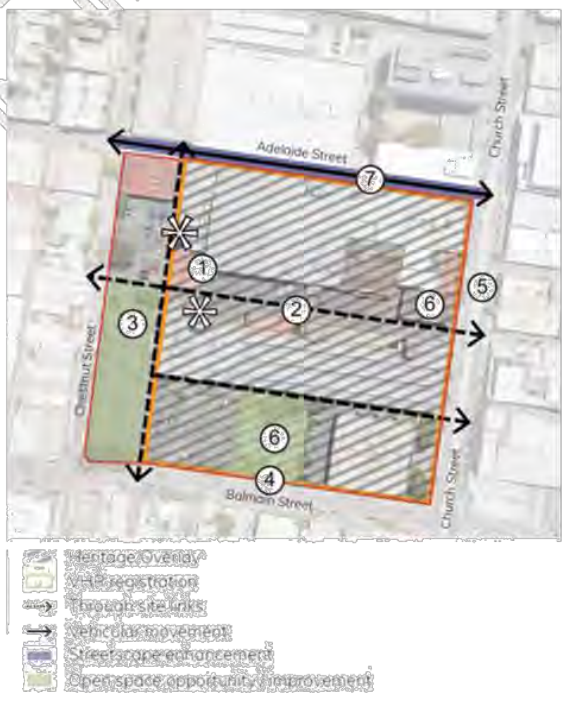

Figure 49 - Bendigo Kangan Institute design objectives

Railway Precinct

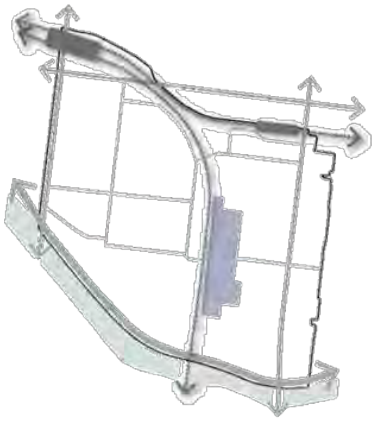

Figure 50 - Railway Precinct

Existing Conditions

Directly east of the railway line, Railway Precinct centres around the north south streets; Green Street and Chestnut Street. The precinct abuts the low scale leafy Green Street Residential Precinct to the north. Green Street is an important north south walking and cycling connection to Swan Street (via the underpass) and South Yarra and the Main Yarra trail (via the Oddys Lane and railway bridge). Sites are generally fine grain with the exception of large lots along the railway corridor. Buildings range in scale from one to four storeys with contemporary development at the southern end of Green Street. A group of individually significant heritage buildings define the intersection of Green Street and Balmain Street.

The Vision - Railway Precinct

Railway Precinct will be a **vibrant linear employment precinct**, between the railway corridor and Church Street Precinct, anchored by the **Cremorne Digital Hub** on Balmain Street.

Swan Street and the Yarra River corridor and surrounds will be easily accessible via **green north-south streets and upgraded underpass and bridge connections**.

Balmain Street and the underpass will provide safe and accessible connections to Cremorne West and Church Street with reduced vehicle speeds and traffic volumes, expanded footpaths and greening.

A sense of scale will be maintained in the narrow streets with a **street wall height of three storeys and overall heights of seven storeys**. Built form will transition in height to the north, respecting the low scale landscape character of the Green Street Residential Precinct.

The **cluster of heritage sites on Balmain and Green Streets, which includes Cremorne's Digital Hub will be enhanced** with new public spaces and development which is setback from the heritage buildings to enhance their prominence.

New public space along the railway corridor will provide space to meet and relax and provide green relief in a compact, busy precinct and form part of the green link south to Oddys Lane and the enhanced Yarra River crossing.

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Activities and Land Use

- Railway Precinct will be a dynamic and vibrant employment area, home to a range of small to medium sized businesses.
- The Cremorne Digital Hub on Balmain Street will provide for education, research and innovation in the digital field and host a range of activities including training, research and business and industry events.

Movement and Access

- The Green Street and Chestnut Street green spines will provide safe north-south walking and cycling connections.
- A revitalised Oddys Lane and new pedestrian and cyclist access across the railway bridge will reconnect Cremorne to the Main Yarra Trail and across to South Yarra and surrounds.
- The precinct will be connected to the Cremorne West and Church Street precincts and wider area via the redesigned Balmain Street and widened railway underpass.



Image 74 - Proposed Cremorne Digital Hub Balmain St



Image 73 - Balmain Street underpass looking west

Streets and Spaces for People

- New public space on State Government (VicTrack) land along the railway corridor (south of Balmain Street) will provide opportunities for passive recreation and provide much needed greening for the precinct.
- New public space will be created around the intersection of Balmain and Kelso Streets at the Digital Hub.
- Streets will be further enhanced with additional tree planting.

Design Quality

- Contemporary commercial development up to seven storeys will reinforce the fine-grain industrial character and human scale of the precinct.
- Built form will transition to the north, respecting the low scale leafy character of Green Street Residential Precinct.
- Buildings along the railway corridor will be well designed and visually engaging to respond to the railway edge when viewed from the railway line.
- The unique mix of heritage buildings clustered around the Balmain Street and Green Street intersection will be retained with new commercial development set back behind the heritage forms.
- Views to the Former Richmond Power Station (VHR) south along Green Street will be enhanced.
- Sunlight to the southern footpaths of Balmain Street will be retained to enhance this important east-west pedestrian and cycling link.

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Figure 51 - Railway Precinct framework

Church Street Precinct

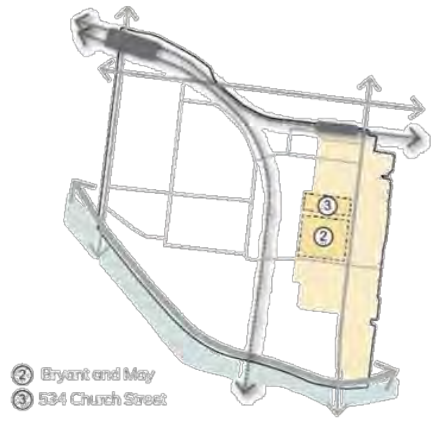

Figure 52 - Church Street Precinct

Existing Conditions

Extending from East Richmond Station, south to Howard Street, the Church Street Precinct is characterised by narrow streets and laneways extending east and west from the central Church Street arterial corridor. The precinct interfaces with low scale residential areas to the west (Green Street residential precinct) and east (surrounding Brighton Street). Church Street is a mixture of traditional shopfronts, corner pubs, landmark heritage buildings, large-format retail stores and contemporary office buildings. The urban character is not cohesive and architectural styles vary.



Image 75 - 534 Church Street commercial development

The Vision – Church Street Precinct

The Church Street Precinct will be **a thriving mid-rise retail and commercial corridor** with a mix of offices, company headquarters, showrooms, retail and cafes focussed on Church Street.

Church Street will provide **a treed transport link** between the Swan Street Activity Centre and the Yarra River with safe and attractive walking and cycling and accessible tram stops. Key east-west streets off Church Street will link the precinct to other parts of Cremorne and will be enhanced with kerb outstands, planting and improved footpaths.

East Richmond Station will be revitalised. Its prominence in the streetscape will be enhanced with improved accessibility from Church Street, Swan Street and the residential areas of Cremorne.

The precinct's character will continue to be **defined by modern development interspersed with large scale industrial heritage, corner pubs and other fine grained heritage buildings.** The key heritage buildings including remanent shops and corner pubs and also the landmark Bryant and May buildings will be showcased through sensitive redevelopment.

The Church Street spine will be defined by **taller buildings of up to ten storeys** with lower scale buildings in the side streets transitioning to the residential areas at its edges.

Activities and Land Use

- Church Street Precinct will be a thriving mid-rise area with a mix of commercial and retail uses ranging from headquarters and large office developments, high end retail and showrooms to cafes, restaurants and bars.
- Anchored by the Church Street high street corridor, this precinct will be distinct from the commercial core of Cremorne.
- Easy access is provided to the Swan Street Major Activity Centre with its mix of retail uses.

Movement and Access

- Church Street will provide for safe and efficient walking, cycling and public transport trips with redesigned accessible tram stops, dedicated cycle lanes and widened footpaths.
- A revitalised East Richmond Station to the north will serve the precinct and Swan Street, with enhanced connections from Church Street, Adolph Street and Swan Street from the north, with a new small local open space and station forecourt areas.
- Balmain and Cotter Streets will form safe east-west walking and cycling connections to the off-road paths and significant open spaces such as Barkly Gardens to the east.



Image 76 - Church Street corridor

Streets and Spaces for People

- New street trees and landscaping will contribute to the amenity of streetscapes and ensure a climate ready precinct.
- Local east-west streets including Albert Street, Adelaide Street, Amsterdam Street, Gordon Street and Yorkshire Streets will be enhanced.

Design Quality

- Church Street will be characterised by a mix of buildings ranging in height up to ten storeys. The scale will reduce to seven storeys along narrow east west streets with five storey development respectfully transitioning to the low scale residential areas to the east and north-west.
- The retention of smaller scale heritage gems along Church Street including the two storey elaborate Baroque revival corner hotel and Edwardian shopfronts, interspersed with modern buildings, will retain the sense of history of the precinct.
- Engaging ground floor design, with generous entrances and integrated landscaping contribute to the 'high street' character and vibrancy of Church Street.
- Street walls of up to four storeys and upper level setbacks will maintain solar access to Church Street ensuring attractive sunny footpaths.
- A pedestrian scale is maintained along narrow east west streets, with lower street walls of three storeys.
- Development on the Bryant and May Street complex will ensure the historic building remain prominent in the street and wider precinct (refer Bryant and May – Strategic site).
- Publicly accessible through site links and new small local open space will integrate the Bryant and May complex into its surrounds and celebrate the industrial significance of the factory to Cremorne and Richmond.

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Figure 53 - Church Street Precinct framework

Bryant and May (Strategic Site)

The Bryant and May Former Industrial Complex site is an important part of Cremorne's industrial history as one of the first large-scale manufacturing businesses operating in Cremorne. The complex is also of State heritage significance. The Bryant and May Complex is a group of robust buildings set within grounds with large areas of at grade carparking. Taller elements such as the clocktower and chimney are highly visible from the immediate streets and contribute to the overall image of Cremorne.

Design objectives

1. Building massing is carefully located to ensure that heritage features remain prominent within the site including decorative facades, parapets and taller elements including the chimney and clocktower.
2. Through site links create a publicly accessible and legible network that connects to the broader street network and frames the heritage forms.
3. A new small local open space is provided on the western portion of the site to support the retention of key views.
4. A landscaped setback (minimum 6m) is provided at the Balmain Street and Chestnut Street interface which to contribute to an expanded public realm and provide for integrated seating and landscaping.
5. Additional overshadowing of Church Street (eastern footpath), Balmain Street (southern footpath) and open space within the site is avoided.
6. Heritage buildings will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history. *(NOTE - Council and landowners will need to engage with Heritage Victoria on buildings/places which are on the Victorian Heritage Register.)*
7. Adelaide Street is reimagined as a green shared street that connects Church Street to the site and adjacent Railway Precinct.

Vision

The Bryant & May Complex will host high quality contemporary buildings sited and designed to **maintain the prominence of the State significant industrial complex** and to create a visually interesting skyline and streetscape surrounding the complex. **Views to the chimney, towers and prominent facades will be enhanced.**

Buildings are set within a **network of publicly accessible links and public spaces** that tie the site into the broader urban fabric of the Church Street Precinct and surrounds. Significant buildings are reused and sensitively redeveloped. The retention of the **tennis courts and pavilion** add to the sense of history of the site.

Adelaide Street is reimagined as a green shared street connecting Church Street to the Railway Precinct to the west. A landscape setback along Balmain Street enhances the landscape setting of the heritage tennis pavilion and provides opportunities for seating along the streetscape.

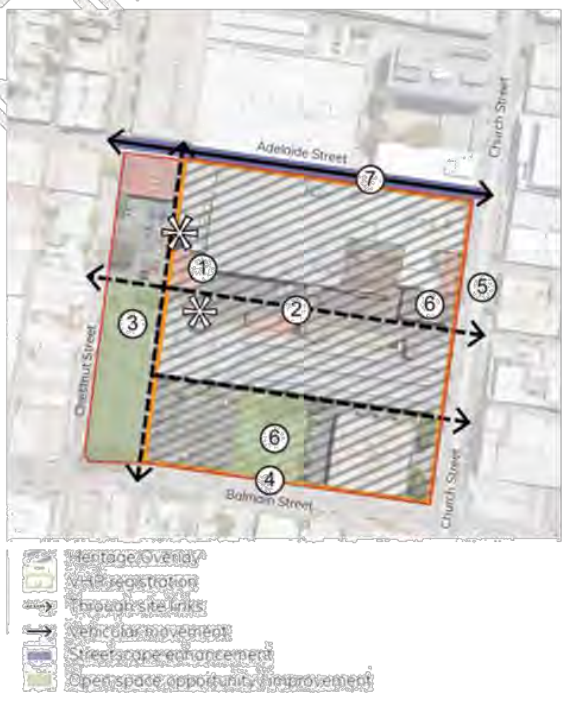

Figure 54 - Bryant and May design objectives

534 Church Street (Strategic Site)

A rectilinear, east-west site fronting four streets – Church, William, Adelaide and Chestnut. It is currently occupied by multiple buildings including a 7-storey office complex (fronting Church Street), single storey warehouses and a two-storey car park (fronting Chestnut Street). There is a limited amount of at-grade car parking within the site. The rear portion of the site occupied by the car park is zoned General Residential Zone (GRZ2).

Vision

A series of **contemporary buildings** set within a network of publicly accessible connections. Buildings are sited and designed to respond to each of the street interfaces, creating high quality, human scaled streetscapes. Building massing is carefully located to **maintain the prominence of the Bryant and May building** as viewed from Chestnut Street.

Design objectives

1. Buildings at the Church Street interface transitioning down to the lower-scale character of the Chestnut Street Heritage Overlay.
2. A through site link aligned with Walnut Street is extended through the site and an additional north-south laneway is provided towards at the eastern end of the site.
3. A well-designed street wall creates a human-scale, active interface to Church Street, Adelaide Street and William Street. The Church Street interface is the primary interface and incorporates awnings, inset building entrances and integrated seating.
4. Overshadowing to Church Street (eastern footpath) is avoided.
5. Building massing will ensure that the Bryant & May clocktower and chimney remain prominent when viewed from Chestnut Street.
6. A landscape setback is provided to Chestnut Street in response to the character of the streetscape.
7. Adelaide Street is reimagined as a green shared street that connects Church Street to the site and adjacent Railway Precinct.

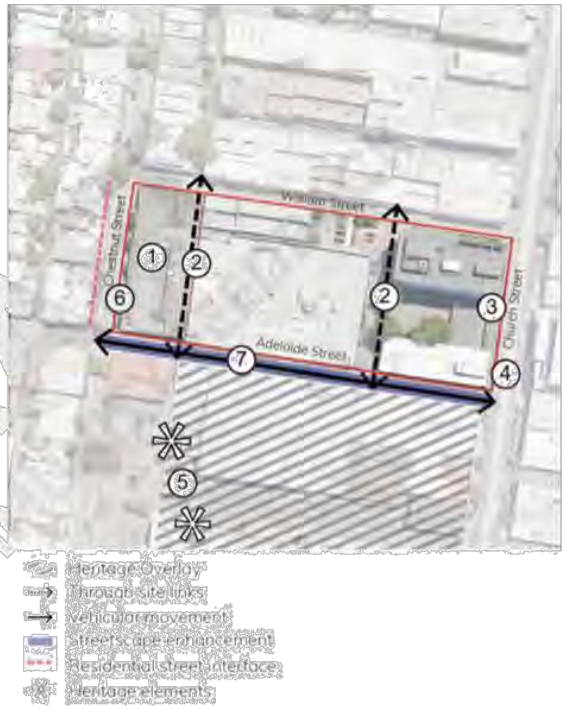

Figure 55 - 534 Church Street design objectives

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Birrarung Precinct

Birrarung Precinct is located along the Yarra River on either side of the railway corridor and the Cremorne Residential Precinct. It consists of four strategic sites

- Richmond Maltings
- 167 Cremorne Street
- Rosella Complex
- 658 Church Street.



Figure 56 - Birrarung Precinct

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Richmond Maltings (Strategic Site)

The Maltings site is bound by Gough Street to the north, Punt Road to the west, Harcourt Parade and CityLink to the south, and Cremorne Street to the east. The large site is made up of several allotments, totalling nearly 10,000sqm. The Richmond Maltings was established in 1852 and has been continuously associated with the brewing and malting industry. The 1880 four-storey pneumatic malthouse and silos remain on the site. Many of these buildings and the Nylex Sign are of State heritage significance. The iconic Nylex Sign, a Municipal Landmark was erected on the silos in 1961. The primary viewing location is from the centre of Morell Bridge (within the City of Melbourne), with other views from CityLink.

The site comprises of buildings ranging from 2-4 storeys, the 9-storey MYOB building and two residential apartment towers, with a mix of shops, a supermarket and offices. The central and north-western part of the site not yet been developed. It has a permit for a hotel and various commercial buildings including office and a mix of retail, function spaces, cafes and restaurants.

Vision

The Richmond Maltings will be a **hub of activity and employment**. The mix of residential, commercial and retail uses will activate the precinct throughout the day and evening. **Surrounding streets are activated and enhanced** through expanded footpaths, street tree planting, active ground floor uses and generous entry forecourts and spaces.

The site will provide a series of vibrant plazas and laneways that integrate the site into the surrounds and draw people into the precinct. The design of links and spaces will **reference and celebrate the site's rich industrial past**.

Significant heritage buildings and structures will be showcased and enhanced. With new buildings sited and designed to respect existing buildings and retain **the prominence and landmark qualities of the Nylex sign and associated silos**.

Buildings range in height, **responding to the low scale residential precinct to the north and the Yarra River environs to the south**, avoiding additional overshadowing.

Design objectives

1. A diversity of land uses will be provided that activates the site and supports the broader Cremorne Enterprise Precinct and surrounds.
2. The site is integrated with its surrounds, providing a series of links and spaces that improve accessibility and connectivity through the site, and connect to the Main Yarra Trail. Through site links and the enhaned crossing of Harcourt Parade provides access to the Main Yarra Trail and river.
3. Development will respect the amenity of lower scale residential areas to the north.
4. Surrounding streets will be enhanced through footpath widening, street tree planting and design of the ground floor premises which will activate the frontage.
5. Vehicular access and servicing will be consolidated to minimise the impact on the surrounding streetscapes.
6. The visual prominence and views of the landmark Nylex sign and associated silos will be retained through the sensitive siting and design of new buildings.
7. Significant heritage buildings and structures will be reused and sensitively redeveloped to retain the integrity of the building and a sense of history.
8. Development will complement and enhance the Yarra River environs through the design quality and materiality of buildings along the southern interface.

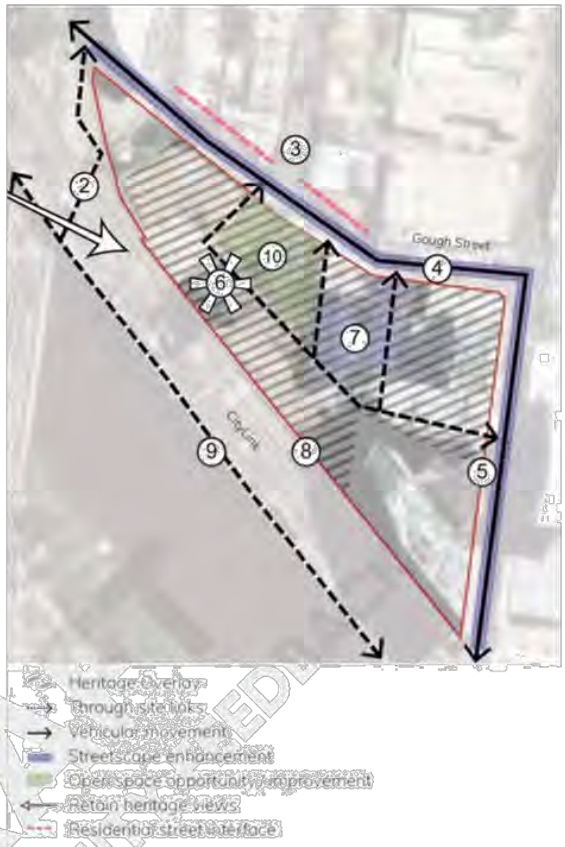

Figure 57 - Richmond Maltings design objectives

9. Development will seek to minimise additional overshadowing on the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths (noting Design and Development Overlay – Schedule 1 Yarra (Birrarung) River Corridor does not apply).
10. A new small local open space will be integrated into the development.

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167 Cremorne Street (Strategic Site)

A large island site with three street interfaces; Dover Street to the east, Bent Street to the north and Cremorne Street to the west. Harcourt Parade and CityLink forms the southern interface of the site. The southern facade of the existing building is highly visible from the Main Yarra Trail on the southern side of the Yarra River. The eastern interface along Dover Street is predominantly fine-grain residential dwellings with landscaped setbacks.



Image 77 - Bent Street existing warehouse



Image 78 - Harcourt Parade (CityLink) interface

Vision

167 Cremorne Street is a **collection of diverse buildings** sited and designed to respond to the varied conditions to the north, east, south and west.

Buildings range in height and **decrease in height to the east** to respond to the low-scale context of Dover Street. The landscape character of Dover Street is enhanced through the provision of a **landscaped ground floor setback**. Buildings on the southern portion of the site are designed to enhance the setting of the river corridor.

New pedestrian links improve connectivity through the site and break up the building mass. **Cremorne Street and Bent Street are activated and enhanced** through expanded footpaths, street tree planting, active ground floor uses and generous entry forecourts and spaces. **A new small local open space** is sited to the north-east, with two street frontages.

FOR COMMUNITY

Design objectives

1. A diversity of forms, typologies, building and street wall heights, and varied architecture will be developed across the site, responding to each of the unique interfaces. Buildings range in height with the highest scale to the north-west and the lowest scale at Dover Street.
2. A landscape setback, lower-scale, fine-grain edge is provided at the Dover Street interface that responds to the low-scale residential context and the heritage precinct (HO342).
3. A new small local open space is delivered on the north-east corner of the site to serve residents and the broader community. The space is designed to have a public interface and provide passive surveillance of neighbouring streets.
4. New publicly accessible laneways are delivered through the site to improve connectivity to surrounding streets and new open space.
5. Cremorne Street and Bent Street form the primary frontages of the site and are designed with active interfaces at the ground floor and lower levels. Buildings are set back to provide extended footpaths, entrances and pedestrian plazas.
6. Buildings on the southern portion of the site are designed to respond to the freeway environment. The design should enhance the setting of the river corridor and contribute to a positive image of Cremorne.
7. Additional overshadowing of the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths is avoided (in line with Design and Development Overlay – Schedule 1 Yarra (Birrarung) River Corridor).



Figure 58 - 167 Cremorne Street design objectives

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Rosella Complex (Strategic Site)

The Rosella site is a business park-style development directly adjacent to the railway line. The site is made up of a number of lots and is bound by Balmain Street, Gwynne Street and residential properties to the west and CityLink to the south. There are a number of contributory heritage buildings interspersed with non-heritage buildings on the site. The original factory buildings were established on the site on 1905 and were operating until the 1980s. A large allotment to the south directly interfaces the freeway. Palmer Parade, a private road loops around to connect with Gwynne and Munro Streets.



Image 79 - Palmer Parade

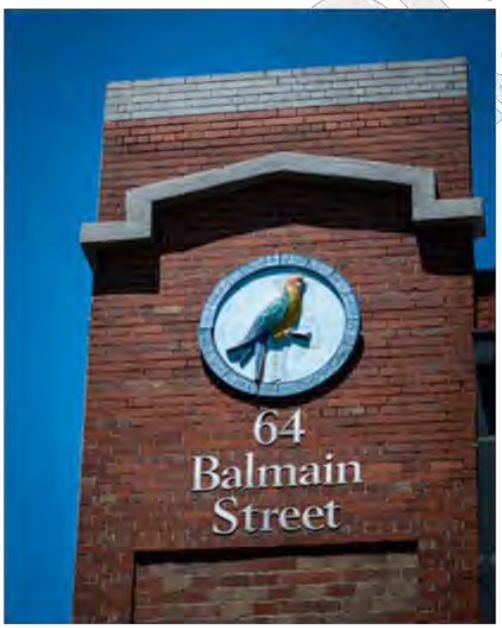

Image 80 - Rosella signage - Balmain Street

Vision

The Rosella Complex is **an exemplary collection of industrial buildings** in a contemporary commercial setting. The buildings fronting Balmain Street, Palmer Parade and the railway line with their **distinctive Rosella signs are showcased**. Additions to heritage buildings allow key heritage features to be retained and remain prominent.

A legible street network and a new publicly accessible open space welcomes people into the site. **High quality facades to the railway and river corridor** create a positive image of Cremorne. New infill buildings provide visual interest at the ground level and use forms and materials that are complementary to the heritage context.

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Design objectives

1. Buildings range in height with the highest scale of buildings to the railway corridor. Buildings will be lower fronting the residential areas west of the site on Gwynne and Munro Streets and to the rear of properties on Cubitt Street.
2. New public space is delivered within the complex that provides space to meet and relax.
3. Contemporary infill buildings compliment and are respectful in scale to contributory heritage buildings. Additions to existing heritage buildings are set back to allow heritage features and Rosella signage to remain prominent.
4. The legibility and quality of the internal street network is improved. Palmer Parade is redesigned to prioritise pedestrians and cyclists.
5. A new through site link connects Palmer Parade to Cubitt Street, providing improved access to Charles Evans Reserve.
6. At grade parking is consolidated and the impact of vehicular access entrances and ramps on the public realm minimised.
7. Buildings that interface the railway and river corridors are designed to respond to these interfaces and contribute to a positive image of Cremorne.
8. Additional overshadowing of the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths is avoided (in line with Design and Development Overlay – Schedule 1 Yarra (Birrarung) River Corridor).



Figure 59 - Rosella Complex design objectives

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658 Church Street (Strategic Site)

658 Church Street is a business park style office precinct which sits alongside the railway line to the west and the freeway to the south. The site is zoned Commercial 2 and includes fashion, retail, creative and tech businesses and headquarters such as Tesla, Disney, and Hardie Grant.

The site includes the former Richmond Power Station – a prominent heritage building of State significance. Other buildings within the site are of a mixed scale and character. The buildings within 658 Church Street are located in a landscaped setting with significant tree coverage along most of the internal streets and within the carparks. There is a central linear open space along the primary internal street (Dale Street Reserve).

Vision

658 Church Street is a collection of **contemporary office buildings within a landscape setting**. The street network is legible, pedestrian friendly and well-connected to the surrounding streets. Carparking is consolidated to allow the **extensive public space network to be expanded**. Public spaces are sunny and comfortable places for people to meet and relax.

The **Former Richmond Power Station is celebrated and streetscape views to prominent facades are enhanced.**



Image 81 - Electric Street Reserve



Image 83 - Church Street cafe activity



Image 82 - Dale Street - private road

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Design objectives

1. Buildings range in height with the highest scale buildings to the north of the site transitioning down to a lower scale to the south of the site.
2. The legibility of the street network is improved and streets are redesigned to prioritise pedestrians. Car parking is consolidated within the site to reduce negative impacts on the public realm and facilitate opportunities for an expanded public space network.
3. New publicly accessible open spaces are delivered that expand on the existing quality of spaces. Buildings are set within the landscape and mature trees are retained and integrated where possible.
4. The public realm is upgraded to enhance the setting of The Richmond Power Station. Building massing is carefully located to ensure that the building remains prominent when viewed from Green Street and Dale Street.
5. A well-designed street wall creates a human-scale and active interface to Church Street. The Church Street interface is the primary interface and incorporates landscape, inset building entrances and integrated seating.
6. Overshadowing to Church Street (eastern footpath), and public space within the site is avoided.
7. Additional overshadowing of the banks, water of the Yarra River and adjacent public open space, pedestrian and bicycle paths is avoided (in line with Design and Development Overlay – Schedule 1 Yarra (Birrarung) River Corridor).
8. Buildings that interface the river corridor are designed to enhance the landscape setting and contribute to a positive image of Cremorne.
9. Heritage buildings will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history. *(NOTE - Council and landowners would need to engage with Heritage Victoria on the power station which is on the Victorian Heritage Register.)*

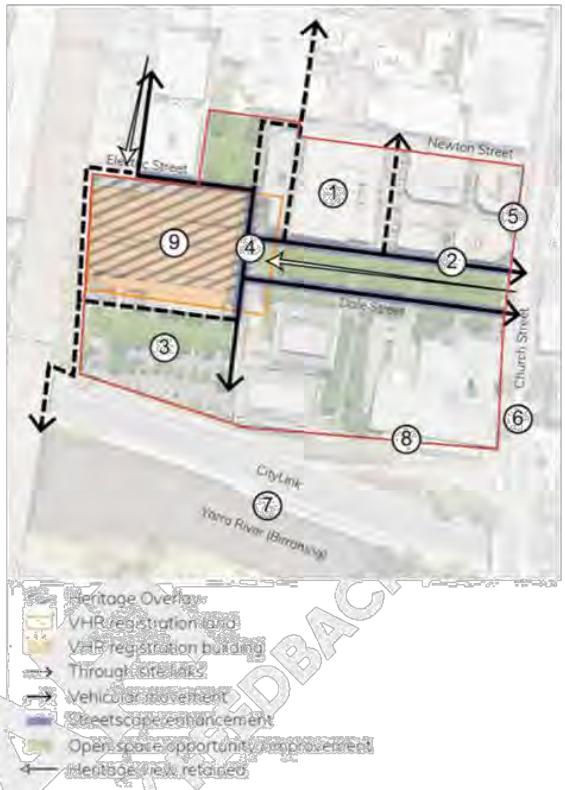

Figure 60 - 658 Church Street design objectives

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Part Four:
Delivery
This section provides an overview of the next steps required to implement the Framework.

Part Four: Delivering the Framework

The Draft Urban Design Framework sets out a vision and framework to guide Cremorne's growth and to ensure it develops as an accessible, well-connected and high-amenity place. It outlines public open space, public realm and infrastructure improvements required to meet the future needs of the Cremorne community. Council will seek to work in partnership with State Government departments and agencies, landowners, businesses and the wider community to implement the UDF

The following Implementation Framework provides an outline of how the vision and objectives will be delivered. A detailed implementation plan will be prepared following the finalisation of the UDF identifying responsibilities and approximate timing of actions.

Infrastructure Planning

Providing for the timely and coordinated funding and delivery of public open space, streetscape improvements and new walking and cycling linkages to meet the needs of businesses, workers, visitors and residents is crucial to realise the vision for Cremorne. A range of funding and delivery mechanisms are needed to enable the delivery of the infrastructure required to support precinct development. These include:

- Capital works projects delivered by or on behalf of the Yarra City Council.
- Works funded by the Victorian State Government
- Open Space Contributions
- Development Contributions
- Developer works: infrastructure and works which have a direct connection to development and are fully funded by the developer as part of the redevelopment of the land.

Open Space Contributions

Current and future demand for open space is considerable in Cremorne due to the high level of employment growth, density of commercial development and lack of open space.

Yarra currently has a mandatory public open space contribution rate of 4.5 per cent through a schedule to Clause 53.01 of the Yarra Planning Scheme. However, the rate is only applicable to residential subdivisions. Surveys undertaken as part of the development of the Yarra Open Space Strategy found that more than 80 per cent of workers visit public open space during the day.

Yarra is currently undertaking an amendment to the Planning Scheme to increase the contribution rate and apply it to commercial and industrial land subdivisions. This amendment is needed to fund new and improved open space for both residents and workers in Cremorne.

Development Contributions

To support the funding and delivery of key infrastructure items, a Development Contributions Plan Overlay has been introduced to the Yarra Planning Scheme. The development contributions plan will ensure that the cost of providing new infrastructure to meet the demands of the new population, is shared equitably between developers and the wider community.

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Yarra requires a payment towards the provision of infrastructure when a site is developed, as prescribed in the Development Contributions Plan (DCP). While the boundary of the DCP Charge Area 11 aligns with the study area of this UDF, the current DCP does not include the infrastructure projects listed in this UDF. To help deliver the relevant actions in this UDF (that are not identified in the current DCP), Yarra will need to investigate several options to update and/or modify the current DCP for Charge Area 11.

Capital Works Program

Yarra City Council's Annual Plan alongside each year's budget, sets out specific projects and activities that will be undertaken over the year that work towards the strategic objectives in the Council Plan. The UDF once finalised would inform Council's Capital Works Program.



Image 84 - Recent capital works upgrades - Gwynne St

Partnerships

Implementation of the UDF will require Council to work in partnership with a wide range of stakeholders including:

- Department of Jobs, Precincts and Regions, Bendigo Kangan Institute, Cremorne Digital Hub consortium, landowners and businesses on economic development.
- Department of Transport, VicTrack, Parks Victoria, City of Melbourne and landowners on walking, cycling and public transport and open space provision.



Image 85 - Advocacy for major transport upgrades



Image 86 - Advocacy for major transport upgrades

Advocacy

Many of the outcomes in the draft UDF will require Council to advocate and work with other levels of government for things that are outside Council's jurisdiction. For example, the State Government is responsible for the arterial road network and public transport services and infrastructure.

On 23 June 2022, Council adopted Yarra's *Victorian Election Advocacy Priorities* which outlines 32 different policy reforms, projects and initiatives across seven action-orientated themes. One of the key actions is 'Supporting growth and liveability in Cremorne'.

The Advocacy Statement acknowledges that 'To achieve this, Council is seeking to partner with the Victorian Government, local business and stakeholders to deliver improvements to the streetscape and infrastructure within the precinct and make Cremorne a place where everyone is welcome and where people love to work, live and visit.'

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Grants and Funding Bids

Council actively seeks to source external grants and financial contributions from State, Federal and other Government agencies. Council will work with other levels of government for funding support to deliver infrastructure and service outcomes for the community.

Planning Scheme Implementation

One of the most important elements in implementing the UDF is updating the planning controls for Cremorne. Changes to the planning controls would require a Planning Scheme Amendment. This is a statutory process which would introduce the proposed changes. This process would occur following community consultation and the finalisation of the UDF.

Following finalisation of the UDF, Council would request the Minister for Planning allow Council to prepare and exhibit new planning controls for Cremorne. The planning scheme amendment would then be public exhibited via a statutory process. This will provide an additional opportunity for the community to have its say on the planning proposed provisions.

Changes to the Planning Scheme include:

- Updated policy which addresses recognises and supports Cremorne as an enterprise precinct and includes place specific policy on economic activity, built form and heritage, access and movement and public realm
- New built form provisions via a Design and Development Overlay
- A Parking Overlay reducing parking rates for office developments and retail premises in Cremorne.

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Glossary

Glossary

City of Yarra (CoY)

The role of a Council is to provide good governance in its municipal district for the benefit and wellbeing of the municipal community and is defined by the Local Government Act 2020 section 8(1). Yarra City Council functions and services include: maternal and child health, libraries, childcare, waste collection and recycling; infrastructure provision, streetscape improvements and maintenance; regulation and enforcement (e.g. local laws, permits); advocacy; and community and economic development. It is also the planning authority for the precinct, responsible for facilitating amendments to the Yarra Planning Scheme and for issuing planning permits.

Victorian Planning Authority (VPA)

The Victorian Planning Authority (VPA) is a State Government statutory authority that reports to the Minister for Planning. It prepared the Cremorne Place Implementation Plan in partnership with Council.

Department of Jobs, Precincts and Regions (DJPR)

The State Government agency responsible for ensuring Victoria's strong economic performance by growing industries and regions. DJPR is managing and coordinating the implementation of the Cremorne Place Implementation Plan.

Department of Environment, Land, Water and Planning (DEWLP)

The State Government department that is responsible for managing, regulating, consulting and/or advising in relation to public land, water, energy and environmental resources and planning and local infrastructure.

Department of Transport (DoT)

The State Government department that is focused on building and operating an integrated, sustainable, and safe transport system for Victoria.

VicTrack

The State Government agency that owns, protects and grows Victoria's rail transport land, assets and infrastructure.

Active transport: refers to walking, cycling and scooting, as well as wheeling and other environmentally friendly travel methods of people with a disability.

Affordable workspaces: spaces that are financially accessible to creative and tech enterprises with limited access to initial and ongoing capital and revenue.

Activity Centre: vibrant community hubs where people shop, work, meet, relax and often live. Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity, and include Yarra's retail streets and commercial areas.

Creative industries: disciplines that use 'creative' processes and/or ideas to create value for customers. Include activities that are both commercially driven and community-based, experimental, and export-intense.

Design and Development Overlay (DDO): planning tool that is applied to areas that need specific requirements relating to the built form and design of new development. It sets requirements for the height, form, and general design of buildings. Terms frequently used in a DDO include:

- **Built Form:** *function, shape and configuration of buildings and their relationship to streets and open spaces.*
  - **Setback:** *distance a building is required to be constructed from a boundary or upper levels.*
  - **Street wall:** *front portion of a building – usually on the street.*
  - **Upper level:** *development above the height of the street wall.*

Development contributions: payments or works-in-kind towards the provision of infrastructure made by the proponent of new development.

Enterprise Precinct: are dense, accessible, and amenity rich urban areas that provide fertile ground for business formation and idea development and innovation. These include high business densities with a diverse range of industries. Their size and diversity allow for agglomeration benefits, where knowledge and service sharing occurs. These benefits provide these areas with a competitive advantage where they are able evolve with a changing economy.

Green Factor Tool: is a new tool used to assess planning permit applications, developed by the City of Melbourne and currently being trialled within the City of Yarra. The tool is designed to assist applicants in developing their green roofs or walls proposals and to assess and facilitate proposals at the planning permit stage. The purpose of the tool is to increase the vegetation cover on private land. The tool has been designed to consider a range of building types. It will integrate with Council's sustainable development tool (BESS) which is used during the permit application process.

Heritage Overlay: planning tool used to protect places of heritage significance to the city. Within the Heritage Overlay there are three gradings:

- ***Significant Places:*** *of state, municipal or local cultural heritage significance. They may be both individually significant and significant in the context of the heritage precinct.*
- ***Contributory Places:*** *that contribute to the cultural heritage significance of a precinct and have been given this status in a heritage study. They are not considered to be individually important places, however, when combined with other significant and/or contributory heritage places, they play an integral role in demonstrating the cultural heritage significance of a precinct.*
- ***Not-contributory Places:*** *within a heritage precinct that have no identifiable cultural heritage significance. They are included within a Heritage Overlay because any development may impact the cultural heritage significance of the precinct or adjacent heritage places.*

Major Employment Precincts: there are two in Yarra - Cremorne and Church Street, Richmond and Gipps Street, Collingwood. They host a diversity of traditional industrial uses, commercial offices and creative industries.

Public open space: includes all publicly owned land that is set aside primarily for outdoor recreation, passive outdoor enjoyment and nature conservation and is open to the sky. It includes public parks, gardens, reserves, waterways and squares. It is generally zoned for public park, recreation or conservation purposes when held in public ownership.

Public open space contributions: contribution collected at the time of a subdivision as a percentage rate on the value of undeveloped land. The contribution can be taken as land area or the equivalent value in cash, at the discretion of the Council.

Public realm: includes streets, squares, parks, green spaces and other outdoor spaces.

Principal bicycle Network (PBN): network of existing and proposed cycle routes identified to help people ride to major destinations around metropolitan Melbourne.

Scramble crossing: a signalised pedestrian crossing that allows crossing all at once of all legs of an intersection, as well as in a diagonal direction.

Shared zone: a street designated as a 'shared zone' under the Victorian road rules is a street where road vehicles must give way to people walking, wheeling and cycling. Usually installed with low speed limits, most commonly 10km/h.

Strategic Cycling Corridors (SCC): are the main routes of the bicycle network, similar to how arterials are the main routes of the road network. They identify the most important routes for cycling for transport that connect to key destinations of metropolitan and regional significance, including key employment areas, activity centres and railway stations.

Strategic sites: large, often former industrial sites, that have been identified for redevelopment.

Urban Heat Island Effect (UHI): urban area that is significantly warmer than its surrounding areas. This increased warmth is due to heat being retained by roads, buildings, footpaths made of concrete and asphalt, and waste heat created by cars, industry and people.

Victorian Heritage Register (VHR): lists and provides legal protection for heritage places and objects that are significant to the history and development of Victoria.

Water sensitive urban design (WSUD): design of buildings and streets to minimise the impact of development on the surrounding environment and waterways. WSUD involves treating and reducing stormwater flows, increasing soil moisture, urban greening and providing an alternative water source.

Yarra Planning Scheme: legal document, approved by the Minister for Planning, that contains policies and provisions that control land use and development within the municipality.

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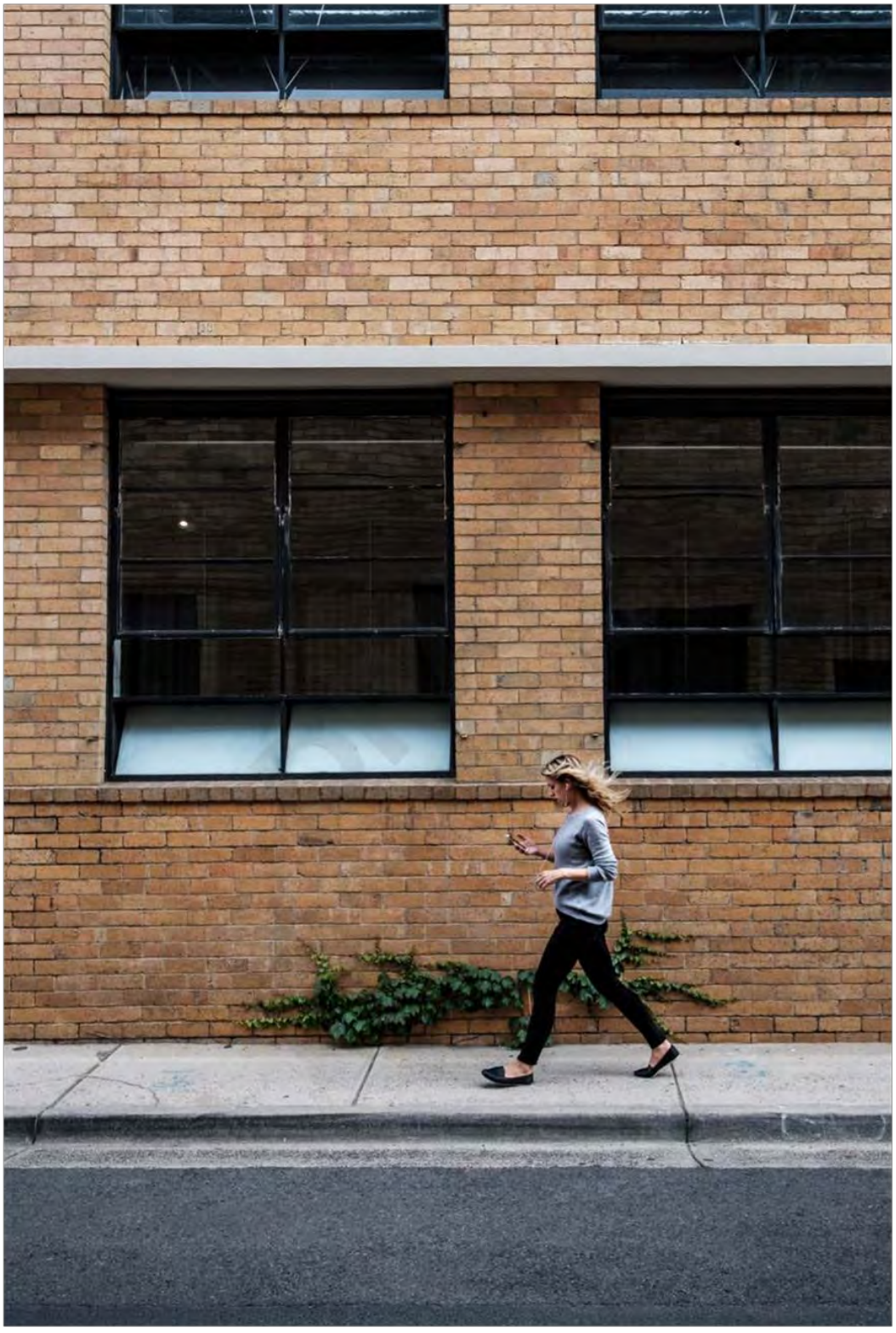

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Yarra City Council

PO Box 168, Richmond, VIC 3121
9205 5555
info@yarracity.vic.gov.au
yarracity.vic.gov.au

Customer service centres

Richmond Town Hall
333 Bridge Road, Richmond

Collingwood Town Hall
140 Hoddle Street, Abbotsford

Connie Benn Centre
160 Brunswick Street, Fitzroy

Bargoonga Nganjin, North Fitzroy Library
182 St Georges Road, Fitzroy North

Attachment 3 - Attachment 3 - Draft Cremorne UDF - Variations to Built Form Recommendations

Draft Cremorne UDF – Variations from the Built Form Framework and Heritage Review

Issue	Hodyl & Co Recommendation	Discussion	Officer Recommendation
Solar access - Balmain Street, west of Gwynne Street	*To ensure that the southern footpath along Balmain Street (a minimum of 3m) is not overshadowed between 11am and 2pm at the spring equinox.* *Built form recommendations for the western portion of Balmain Street between Cremorne Street and Gwynne Street (where no heritage controls apply):* *Overall height – 16m (4 storeys)* *Street wall height – 8m (2 storeys)* *upper-level setback - 7m*	▪ The overshadowing recommendations are overly restrictive along the western portion of Balmain Street between Cremorne Street and Gwynne Street with limited public realm benefit. ▪ The southern footpath is largely overshadowed by existing and approved development along Balmain Street. The street is approximately 9m wide, at its narrowest. ▪ Properties on the southern side of Balmain Street are residential (zoned NRZ1 between Dover and Gwynne Street and CDZ2 west of Dover Street part of ERA development). ▪ Proposal is avoid overshadowing of residential front yards in this narrow portion of Balmain Street. ▪ This approach to residential amenity considerations is consistent with recent VCAT approval at 25 Balmain Street (PLN20/0037). ▪ Built form testing indicates an overall height of 5 storeys can be achieved with a 5m setback above the street wall.	*Ensure no additional overshadowing of the following locations between 11am and 2pm at the spring equinox (September 22):* ▪ *southern footpath on Balmain Street, east of the underpass* ▪ *the southern portion of the Balmain Street Plaza* ▪ *front gardens of dwellings on the southern side of Balmain Street between Cremorne Street and Gwynne Street.* *Built form recommendations for the western portion of Balmain Street between Cremorne Street and Gwynne Street (where no heritage controls apply):* *Overall height – 20m (5 storeys)* *Street wall height – 12m (3 storeys)* *Upper-level setback - 5m.*
Overall building height and street wall height - northern portion of Stephenson Street along the railway corridor (Cremorne West Precinct)	*Built form recommendations for the northern portion of Stephenson Street along the railway corridor:* *Overall height - 28m (7 storeys)* *Street wall height - 12m (3 storeys)* *Upper-level setback - 3m*	▪ The built form framework did not adequately recognise the unique streetscape interface conditions along the curved elevated rail corridor. The built form framework proposed the same built form envelop for Stephenson Street as it did for the narrow north south streets to the south. ▪ The emerging scale of recent development activity along this portion of Stephenson Street is in the realm of 8-10 storeys. Including: - 4-6 Cubitt Street & 13 Dover Street (PLN19/0657 approved) 10 storeys overall height (~35m) - 28 Stephenson Street (PLN21/0729 Section 50 Amendment) 9 storey overall height (~39m) ▪ Design and Development Schedule 25 – Swan Street Activity Centre Precinct 1 Richmond Station (DDO25) applies to C1Z properties on the northern side of Stephenson Street. Notably, the existing car park (1 Stephenson Street) has a height limit of 28m with no street wall requirement to Stephenson Street.	*Built form recommendations for the northern portion of Stephenson Street along the railway corridor:* *Overall height - 36m (9 storeys)* *Street wall height - 16m (4 storeys)* *Upper-level setback - 3m* *New provision added:* *Deliver comfortable wind conditions in the public realm. Development proposals for buildings over 15 metres in height will be required to be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.*

Attachment 3 - Attachment 3 - Draft Cremorne UDF - Variations to Built Form Recommendations

Issue	Hodyl & Co Recommendation	Discussion	Officer Recommendation
		• Sites at the northern edge of Cremorne West abutting the elevated rail corridor can accommodate taller form without overwhelming the streetscape. Taller form will define the corridor and be highly visible from the railway line when approaching and departing Richmond Station. The quality of the architecture is an important consideration. • The approach from Swan Street with no street wall has not adopted. The inclusion of a street wall requirement in this location is considered important to retain a human scale at street level. • Stephenson Street Reserve pocket plaza has recently been upgraded and the southern footpath is an important walking connection through to Gwynne Street and the Dunn Street underpass. Any adverse wind effects caused by buildings in the public realm should be avoided as a result of taller development. Wind requirements have been added.	
Overall building heights - Brighton Street (Church Street Precinct)	*28m (7 storey) overall height* *Residential interface controls (direct and laneway) apply*	• Heights at this interface abruptly transitioned from 7 storeys in the Commercial 2 Zone to 9m/11m in the residential zones. • Elsewhere (e.g. at the interface to the Cremorne Residential Precinct in Cremorne West and on the western side of Church Street), a step down in height to 5 storeys is proposed. • Proposed interface controls limit the ability of sites to achieve overall height of 7 storeys as proposed. • To reflect better reflect this and provide a clearer transition in height to the established residential areas, heights on relevant properties have been reduced to 5 storeys. • Reduction of height to 5 storeys is in keeping with other residential interfaces stepping down (i.e. Jessie Street, Walnut Street).	*20m (5 storey) overall height applied to relevant properties along the residential interface.* *Residential interface controls (direct and laneway) still apply.*
Building Separation	*Number of levels above the ground floor or boundary wall. Applied at site boundaries and laneway interfaces (measured from the centreline):* ▪ *1-3 storeys - 3m* ▪ *4-5 storeys - 4.5m*	• Separation distances have been amended to align with the separation distances which have been applied in other parts of the municipality. • Given the overall heights proposed for the precincts, there are likely to be limited instances where the height about the boundary wall is in the realm of six storeys and above.	*Minimum setback from boundary or laneway centreline:* ▪ *1-3 storeys above the boundary wall - 3m* ▪ *4+ storeys above the boundary wall - 4.5m* *Separation distances for sites with multiple buildings between buildings:* ▪ *1-3 storeys above the boundary wall - 6m*

Attachment 3 - Attachment 3 - Draft Cremorne UDF - Variations to Built Form Recommendations

Issue	Hodyl & Co Recommendation	Discussion	Officer Recommendation
	▪ *6+ storeys - 6m*		▪ *4+ storeys above the boundary wall - 9m*
Party Wall Height	*Maximum boundary wall heights support the delivery of an infill typology which allowing sunlight to reach the street between buildings. This reduces the presence of tall, blank boundary walls at sider interfaces and supports the delivery of varying height across the sub-precincts based on different typologies of sites. In instances where sites are not wider enough to meet building separation requirements above the boundary wall, the maximum boundary wall height becomes the maximum overall height.* ▪ *Overall height 10 storeys (40m), maximum boundary wall 6 storeys (24m)* ▪ *Overall height 8 storeys (32m), maximum boundary wall 6 storeys (24m)* ▪ *Overall building height 7 storeys (28m), maximum boundary wall height 5 storeys (20m)* ▪ *Overall building height 5 storeys (20m, maximum boundary wall height 3 storeys (12m)* ▪ *Overall building height 4 storeys (16m), maximum boundary wall 2 storeys (8m)* ▪ *Overall building height 3 storeys (12m), maximum boundary wall 2 storeys (8m)*	▪ The effect of party wall height combined with separation distances was overly restrictive on narrow sites. ▪ While high blank unarticulated walls are not supported, some successful developments have been constructed / approved with partial wall built to the boundaries. ▪ The concept of party wall height has been retained. However, for sites with a frontage of less than 20m, a portion of the development could be built to the side boundary. ▪ Buildings on sites with wider frontages should provide setbacks.	*Ensure buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.* *Buildings may be constructed to the boundary wall to a height of 8m (two storeys) above the street wall height.* ▪ *For sites with a frontage of less than 20m, development may be constructed to a side boundary above the boundary wall height where: the adjoining site has a blank boundary wall; or* ▪ *the proposed side wall is well articulated, does not run the full length of the boundary and does not result in a continuous wall of buildings.* *For sites with a frontage of 20m or greater, buildings should achieve the separation distances outlined in Table 1 (as above). (See recommended changes above.)*

Attachment 3 - Attachment 3 - Draft Cremorne UDF - Variations to Built Form Recommendations

Issue	Trethowan Recommendation	Discussion	Officer Recommendation
Heritage Buildings (detached residential)	*Retain heritage fabric to a depth of two front rooms (approx. 9m).* *Set new development back behind the heritage form, retaining full stent of original roof form.* *Maximum overall height of two storeys (8m) (discretionary).*	• There are three individually significant detached residential heritage properties in Cremorne. - 75 Balmain Street – Olinda (HO366) - 6 Yarra Street – House (HO368) - 11 Pearson & 10 Chapel Street - House & Stables (HO406) • It is acknowledged that the three sites are more constrained than others in terms of development opportunities due to the small scale of the sites. However the two-storey (8m) height limit is overly restricted given the commercial setting. No changes are proposed to the retention and setback requirements. • The proposed three storey height for single dwellings is consistent with the approach in commercial and mixed use areas of the municipality.	*Retain heritage fabric to a depth of two front rooms (approx. 9m).* *Set new development back behind the heritage form, retaining full stent of original roof form.* *Maximum overall height of three storeys (12m) (discretionary).*

8.6 Victorian Government Service Standard Framework for Waste and Recycling

Reference	D22/266407
Author	Oliver McNulty - Manager City Works
Authoriser	Director City Works and Assets

Purpose

1. On 29 September 2022, the Victorian Government released its Service Standards Discussion Paper (Discussion Paper) as well as the Service Standards Framework (Framework), which outline how mandatory standards can be established under the Circular Economy Act, to influence the management of waste and recycling provided to households across Victoria. The discussion paper seeks feedback to inform the development of the first service standards, which will focus on the State's mandated four-stream household waste and recycling services. These documents can be found as **Attachments One and Two** of this report.
2. This report provides Council with an overview of the contents of each of these papers. It outlines some concerns in relation to the content of the discussion papers and the timeframes for consultation and presents a proposed submission to Department of the Environment, Land, Water and Planning (DELWP), on behalf of Yarra Council.
3. A submission has been prepared on behalf of Council and has been appended to this report. Subject to Council endorsement, this submission will be provided to DELWP on 26 October 2022.

Critical analysis

History and background

Legislative Context

4. Recycling Victoria: a new economy commits to all households having access to standardised services across the state, including services for separated glass recycling. Currently, there is variation across councils and alpine resorts in the number of household waste and recycling stream services provided.
5. Household waste and recycling services will be regulated via mandatory service standards and accompanying regulations established under the Circular Economy (Waste Reduction and Recycling) Act 2021 (the Circular Economy Act). The first service standard, which will be developed in 2023, will detail how councils must provide waste and recycling services to households.
6. The legislative framework under section 60 of the Circular Economy Act, provides that councils and alpine resorts have an obligation to provide household waste and recycling services on and from dates that will be prescribed in forthcoming regulations.
7. The services that must be provided to households are:
   (a) residual waste (household rubbish);
   (b) mixed recycling (separate from glass recycling or food organics and garden organics);
   (c) glass recycling; and
   (d) food organics and garden organics (FOGO).
8. Household waste and recycling services provided by councils and alpine resorts will be regulated by the head of Recycling Victoria (RV) via a service standard and accompanying regulations made under the Circular Economy Act.

Discussion Paper

9. The Discussion Paper seeks feedback on the proposed policy and options to inform the development of the first standard of service to be required by councils and alpine resorts. The first service standard is intended to support councils and alpine resorts to provide high-quality, consistent services across the state.

10. The policy settings and options outlined in the Discussion Paper are not final and may change in response to feedback received and further analysis of costs and benefits.

11. DELWP have stated that they are releasing the Discussion Paper now to get early feedback on the proposals to help them draft the first service standard. the draft service standard, corresponding draft regulations, and associated Regulatory Impact Statement (RIS) will be released for formal public consultation in 2023.

12. There will be further opportunity to comment at this time. Final service standards and regulations are expected to be made in the second half of 2023.

13. It is proposed that the standard will cover:

    (a) who the standard applies to;

    (b) which services it applies to;

    (c) acceptable service arrangements in different circumstances (outlining what is reasonable access, including where alternative service arrangements to kerbside collection are acceptable);

    (d) standard lists;

    (e) standard bin lid colours; and

    (f) the date or dates when it will commence.

14. It is proposed to apply directly to councils and alpine resorts:

    (a) where they, or their contractors, provide a household waste and recycling service; and

    (b) to all new residential developments, they will service.

15. For this standard, households are proposed to include single-dwelling developments, multi-dwelling developments, temporary boarding houses, public housing, retirement villages and nursing homes. This will include commercial, industrial and all public properties that receive part of Council's kerbside waste services.

16. The standard of service will only apply to councils and alpine resorts and not to other household waste and recycling service providers, such as provide contractor or commercial waste providers.

17. Development of requirements for mandatory sorting by prescribed businesses will be subject to consultation with businesses and other key stakeholders, with these rules expected to come into effect by 2025. Mandatory separation of commercial recyclable materials is a commitment within the government's circular economy policy.

Discussion

18. The Framework provides the background to the legislation, the timing and how the service standards will be developed.

19. The Discussion Paper provides more detail in relation to what is in the service standard, what are the requirements, how it will be managed and enforced. It also provides clarity in relation to how each of the streams will be managed in the future.

20. Whilst Yarra agrees with the need for waste and recycling standards, some elements within the Service Standards the Paper has raises some issues that will be a concern for Council and community.

21. The key issues and areas of concern that have been identified within the Discussion Paper and the Framework are outlined in the proposed City of Yarra submission – which can be found at **Attachment Three**.

Options

22. Officers have drafted this proposed submission for Council's consideration. Council may decide to support, amend or not to provide a submission at this time.

Community and stakeholder engagement

23. The paper is formatted to provide information in relation to the framework with a series of questions directed towards Council and the community. The intent of these questions is to enable DELWP to identify areas of concerns for additional rounds of future consultation.

24. Consultation on the Discussion Paper closes on 26 October 2022. The various consultation questions set out in the discussion paper can be responded to via completion of a survey on engage.vic.gov.au.

25. There is also the opportunity for Councils to provide direct feedback as set out within the submission attached to this report.

26. The draft service standard, corresponding draft regulations, and associated Regulatory Impact Statement (RIS) will be released for formal public consultation in 2023. The final service standards and regulations are expected to be made in the second half of 2023.

Table 1: Proposed timeframes for consultation set out within the Discussion Paper

1	November 2021-January 2022	Consultation on the standard lists
2	September-October 2022	Release framework and discussion paper for public consultation
3	Early-mid 2023	Prepare draft service standard, regulations and RIS
4	Late 2022-early 2023	Release draft service standard, regulations and RIS for public consultation
5	Mid-late 2023	Finalise and publish the first service standard and regulations for councils and alpine resorts

Policy analysis

Alignment to Community Vision and Council Plan

27. The introduction of the state-wide standard aligns with the Community Vision and Council Plan, see below statements and strategies:

    (a) The Community Vision 2021-36 – Vision Theme 4 states that:

    "We are all custodians of City of Yarra. Will our skyline is growing so are our green spaces. We are smarter about how we handle growth and use our resources and energy. We celebrate, enable and promote a circular economy".

28. The 2021-25 Council Plan includes the following statement:

    "Council is actively working to transition to a circular economy. We recognise the potential environmental and economic benefit of minimising waste, consciously consuming and preserving resources. We are committed to creating and enabling an environment for the circular economy to progress"

Climate emergency and sustainability implications

29. If implemented well, the rollout of a new standardised four-stream household waste and recycling system across Victoria will support Yarra to deliver two key actions in Climate Emergency Plan:
    (a) Roll out a municipal-wide, four-bin kerbside collection service; and
    (b) Facilitate the development of local recycling solutions and markets for recyclables, working with industry and council partners.

Community and social implications

30. There will be some community and social implications, most particularly if the standards require that every household must have four bins. This will likely include concerns about the amenity of their local area (via increased in bins at households and on streets) and lack of ability to store additional bins, among other things. There may also be some community angst and potentially resistance to change in relation to this.

Economic development implications

31. No economic development implications have been identified within this report.

Human rights and gender equality implications

32. There are no significant human rights or gender equality implications.

Operational analysis

Financial and resource impacts

33. There are no significant financial impacts at this stage, however there are likely to be significant costs to implement a four-bin service and to ensure compliance with whatever standards and regulations councils are ultimately accountable to meet.

Legal Implications

34. There are no legal impacts at this stage.

RECOMMENDATION

1. That Council:
    (a) note the short timeframes for a submission into this process and the potential impacts of the proposed standards on Yarra and its community; and
    (b) support the Draft Submission at **Attachment Three**, and authorise the Chief Executive Officer to make any subsequent administrative changes necessary to enable a submission to the Department of Environment, Land, Water and Planning consistent with Council's position.

Attachments

1⇩ Attachment 1 - Service Standards Discussion

2⇩ Attachment 2 - Service Standards Framework

3⇩ Attachment 3 - Draft Yarra Submission to DELWP

Discussion Paper

The standard of service for the delivery of waste and recycling services to households by councils and alpine resorts



September 2022

vic.gov.au/circular-economy

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Acknowledgment

We acknowledge and respect Victorian Traditional Owners as the original custodians of Victoria's land and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to genuinely partner, and meaningfully engage, with Victoria's Traditional Owners and Aboriginal communities to support the protection of Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.



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1. Overview

A consistent household recycling system

The Victorian Government has invested over $515 million to deliver the most significant transformation and reform of Victoria's waste and recycling industry in our state's history. This includes $380 million to deliver the Government's circular economy policy, *Recycling Victoria: a new economy.*

Recycling Victoria: a new economy commits to all households having access to standardised services across the state, including services for separated glass recycling. Currently, there is variation across councils and alpine resorts in the number of household waste and recycling stream services provided.

The Government is supporting councils and alpine resorts to roll out a new standardised four-stream household waste and recycling system across Victoria, and encouraging them to transition as soon as possible including through dedicated funding, such as through the Kerbside Reform Support Fund and the Transfer Station Upgrade Fund.

This new system will enable more and improved recycling and result in less waste going to landfill. A state-wide education program will also help people understand and better use the four-stream system.

The Legislative Framework

Under section 60 of the *Circular Economy (Waste Reduction and Recycling) Act 2021* (the Circular Economy Act), councils and alpine resorts have an obligation to provide household waste and recycling services on and from dates prescribed in forthcoming regulations (i.e. when the obligation commences). Services that must be provided to households are:

- residual waste (household rubbish)
- mixed recycling (separate from glass recycling or food organics and garden organics)
- glass recycling, and
- food organics and garden organics (FOGO).

Household waste and recycling services provided by councils and alpine resorts will be regulated by the Head of Recycling Victoria (RV) via a service standard and accompanying regulations made under the Circular Economy Act. This will provide greater consistency in services for the public, increase the quality of material collected from households so it can be turned into new products, and divert more waste from landfill.

The legislative framework under which service standards may be made is outlined in the **Service Standards Framework**. It explains the legislative provisions that set out what a service standard is, what they can cover and to whom they can apply. It also explains how they can be prepared, made, reviewed, amended and revoked, the mandatory consultation requirements and how they will be implemented and enforced by RV.

2. The purpose of this paper

This document is not the draft service standard. This discussion paper seeks feedback on the proposed policy and options to inform the development of the first standard of service to be required by councils and alpine resorts. The first service standard is intended to support councils and alpine resorts to provide high-quality, consistent services across the state.

The policy settings and options outlined in this paper are not final and may change in response to feedback received and further analysis of costs and benefits. We are releasing the discussion paper now to get early feedback on the proposals to help us draft the first service standard. The draft service standard, corresponding draft regulations, and associated Regulatory Impact Statement (RIS) will be released for formal public consultation in 2023. There will be further opportunity to comment at this time. Final service standards and regulations are expected to be made in the second half of 2023.

Further service standards for other waste streams and other waste and resource recovery sector participants may be developed in the future, in consultation with industry and other affected stakeholders. For more information on the process for making future standards, including the opportunities to participate their development, please refer to the **Service Standards Framework**.

3. How to participate

Survey questions for councils, alpine resorts, industry and members of the community can be found throughout this document. Please submit your responses to these questions through the **Engage Victoria website**.

It is recommended that this discussion paper is read in conjunction with the Service Standards Framework, which is a supporting document that provides context on service standards and how they are made. It is also available on the Engage Victoria website.

Consultation on this discussion paper will close on Wednesday 26 October 2022.

For more information, please read the Frequently Asked Questions (available on **Engage Victoria**) or contact DELWP at circulareconomy.legislation@delwp.vic.gov.au



4. Service standards overview

4.1 What the standard of service will cover

It is proposed that the standard will cover:

- who the standard applies to,
- which services it applies to,
- acceptable service arrangements in different circumstances (outlining what is reasonable access, including where alternative service arrangements to kerbside collection are acceptable),
- standard lists,
- standard bin lid colours, and
- the date or dates when it will commence.

4.2 Who the first standard of service will apply to

The first standard of service will further specify the obligation on councils and alpine resorts to provide the four-stream household waste and recycling services. It is proposed to apply directly to councils and alpine resorts:

- where they, or their contractors, provide a household waste and recycling service, and
- to all new residential developments they will service.

For this standard, households are proposed to include single-dwelling developments, multi-dwelling developments, temporary boarding houses, public housing, retirement villages and nursing homes.

It is proposed to apply to services that councils and alpine resorts provide to these residential properties, regardless of whether these properties are owner-occupied or rented on a short- or long-term basis.

While this standard will apply directly to councils and alpine resorts, it is recognised that it will impact members of the public as recipients of the service. It will also impact industry participants such as those contracted by councils to collect waste and recycling, with flow-on effects for other industry participants, including organisations involved in processing and reprocessing waste and recycling materials.

It is proposed that the first standard of service will only apply to councils and alpine resorts and not to other household waste and recycling service providers. In some residential settings (for example, some multi-dwelling developments), councils and alpine resorts are not involved in the provision of household waste and recycling services. In these cases, waste and recycling industry participants are directly contracted by private parties, such as owners corporations or building managers, to deliver the service. In these circumstances, there are complex issues to work through to determine how best to apply standards. This will be addressed through subsequent service standards to ensure that, in time, all households will have access to consistent services. In the interim, such service providers are encouraged to enter an arrangement that reflects the service standards applied to councils/alpine resorts.

4.3 What the standard of service will apply to

The standard of service will apply to the following services that councils and alpine resorts (or their contractors) provide:

- kerbside household waste and recycling services provided to residential developments
- communal household waste and recycling services provided to multi-dwelling developments
- alternative collection arrangements (drop-off services) for household waste and recycling services.

4.4 What the standard of service will not cover

It is proposed that the first standard will not cover services that are outside of the four-stream household waste and recycling system or matters that require further work in the context of broader forthcoming reforms. Consistent with the desire of councils and alpine resorts to retain flexibility over local service models, some elements of service delivery that are less relevant to state-wide outcomes are also out of scope. This includes:

- some infrastructure considerations (i.e. bin sizes, bin body colours, configurations, and frequency of collection) which are more appropriately left to councils and alpine resorts to decide based on community needs and local considerations and changing behaviour of local households over time,
- service performance and reporting requirements as these will be considered in the context of future data and reporting requirements and regulations to be progressed in 2023,
- hard waste collections,
- public place bins that are not part of a household drop-off service, such as council-serviced bins in parks and reserves, or
- non-residential properties that are serviced by councils and alpine resorts, as these will be considered in the context of future reforms to require businesses to sort their waste.

The proposed scope of the standard of service is not intended to prevent or preclude councils and alpine resorts from applying this standard in servicing non-residential properties if it is appropriate to do so. However, the service standard will not mandate this.

5. Acceptable service arrangements

This section outlines potential policy settings for acceptable access to services in different circumstances and proposed criteria that councils and alpine resorts must consider for alternative arrangements.

In line with the overarching *Recycling Victoria: a new economy* objective of standardising services across the state, a kerbside service is the preferred method of providing access to household waste and recycling services unless there is a strong rationale and genuine need for an alternative. Providing the service directly to the household makes it convenient and simple for people to separate their waste and recycling, resulting in better quality materials for recycling. In some circumstances, delivery of a kerbside service may be impractical, such as in dense urban environments where servicing large multi-dwelling developments is not provided by councils due to inappropriate fleet or site access issues, or in rural areas where large geographical distances make kerbside services inefficient.

Where a council or alpine resort considers it reasonably impracticable to comply with the requirement to provide a kerbside service for any of the streams, appropriate exceptions to a kerbside service are outlined below. For anything other than these exceptions, councils and alpine resorts will need to apply for an exemption under section 23 of the Circular Economy Act (see section 9.1).

We seek feedback on the following proposed service arrangements.

5.1 FOGO and glass streams

The following section outlines the proposed standard for council and alpine resort provision of the new separate FOGO and glass streams, as required by the Circular Economy Act.

To support the principles of reducing waste and increasing recycling, councils and alpine resorts must aim to eliminate organic material from the household rubbish stream and glass from the mixed recycling stream, through the provision of separate FOGO and glass services.

It is proposed that there will be provision for alternative arrangements in the following settings:

- **Metropolitan councils, interface councils and regional cities**[1]: will be required to provide all households they service with a kerbside FOGO service and kerbside separate glass service. The only exception to this is where a council determines that a kerbside FOGO and/or glass service is not practicable such as in a multi-dwelling development that it or its contractors service. In these circumstances, councils may provide alternative drop-off services for these households.
- **Small shires, large shires and alpine resorts**[1]: must provide all households they service with a kerbside FOGO service and kerbside separate glass service, except in regional or rural areas where it is not practicable, for example where existing drop-off services are already provided because of large geographical distances. In these circumstances, councils may provide similar drop-off services for FOGO and glass streams.

The service standard may include principles or criteria that councils and alpine resorts would need to consider in determining whether a non-kerbside service is appropriate.

It must be noted that an 'opt in' service model for kerbside FOGO and glass services will not satisfy the standard of service. The default position is that a kerbside service will be provided by councils and alpine resorts.

However, all councils and alpine resorts providing a kerbside FOGO service may, at their discretion, allow households to opt out, subject to conditions.

It is proposed that councils and alpine resorts will not have discretion to allow households to opt out of a kerbside glass service.

5.1.1 Options for households to opt out of kerbside FOGO service

There may be circumstances where individual households prefer to manage the FOGO material they generate onsite or via a community compost facility, instead of via a kerbside bin. It is proposed that in these cases, the standard of service will enable councils and alpine resorts to permit, at their discretion, households to opt out from a kerbside FOGO service. Conditions of opt-out arrangements will be informed by this consultation.

Where a household demonstrates that they have the means available to manage all FOGO material onsite or via a community compost facility, councils and alpine resorts may not be required to provide a kerbside FOGO service. We are considering what requirements councils and alpine resorts would need to meet in these circumstances.

These requirements could include:

- the provision of communal drop-off facilities for households to access should their onsite or community facilities be unavailable

1. Refer to Appendix 2 for a description of these groups.



- the ability for households to easily resume a kerbside FOGO service at a later date, if their circumstances change
- having behaviour change and communications materials in place to encourage residents to follow the correct disposal steps for FOGO materials
- reporting on opt-out arrangements.

5.2 Mixed recycling and household rubbish streams

The following section outlines how councils and alpine resorts are to provide mixed recycling and household rubbish streams, as required by the Circular Economy Act.

Councils and alpine resorts must support the diversion of recyclables from landfill through the provision of a mixed recycling service and household rubbish service.

It is proposed that the standard of service will require councils and alpine resorts to provide kerbside mixed recycling and kerbside household rubbish services except where councils and alpine resorts currently provide an existing drop-off service for mixed recycling and/or household rubbish.

It is proposed that councils and alpine resorts will not have discretion to allow households to opt out of a kerbside mixed recycling or household rubbish service.

Councils and alpine resorts may choose to provide both a kerbside collection and a complementary drop-off service for households.

When a council or alpine resort introduces the new separate glass service in accordance with the requirements of the standard of service, the mixed recycling requirements (excluding glass) would apply. Similarly, once a council starts providing a separate FOGO service in accordance with the requirements of the standard of service, the household rubbish requirements (excluding FOGO) would also apply.

5.3 Reasonable access to communal drop-off facilities

As noted above, some councils and alpine resorts may provide alternative measures where, for instance, it may not be practicable to provide a kerbside service.

In circumstances where drop-off facilities are permitted, consistency across councils and alpine resorts in the way that access to communal drop-off services is provided is important so that Victorians have fair and reasonable access.

To achieve this, it is proposed that the number and location of communal drop-off facilities provided would need to meet accessibility requirements such as:

- be at reasonable distances for residents to travel to access the nearest communal drop-off facility
- be accessible (walking and travelling by car or public transport, including for people with limited mobility)
- be reasonably placed having regard to the desirability for proximity of drop-off facilities to other existing community facilities or services that people visit or access regularly
- meet certain requirements for the operating hours for drop-off facilities (including weekends)
- have sufficient capacity to service the number of people a facility would be catering to
- reduce risk to the safety of pedestrians by limiting the number of crossings of major roads required to access the drop-off point
- adequately provide for logistics for collection/truck access (optimising an overall network)
- comply with other environmental legislation and regulations (e.g. noise and odour considerations) and planning provisions.

Consultation questions

Acceptable service arrangements

To assist us to understand your preferences for service arrangements, please respond to the following questions in the **Engage Victoria survey**.

Questions for councils/alpine resorts:

1. Do you anticipate any issues for your council/alpine resort in aligning with the proposed acceptable arrangements for glass recycling services?

   If yes: What issues do you anticipate?

2. Do you anticipate any issues for your council/alpine resort in aligning with the proposed acceptable arrangements for FOGO services?

   If yes: What issues do you anticipate?

3. Do you anticipate any issues for your council/alpine resort in aligning with the proposed acceptable arrangements for mixed recycling and household rubbish?

   If yes: What issues do you anticipate?

4. Do you think it should be appropriate for households to have the ability to opt out of a kerbside FOGO service?

   If yes: Under what circumstances do you think it should be appropriate for households to opt out of a kerbside FOGO service? Select from list provided in online survey.

   If no: Please specify.

5. The discussion paper lists a number of factors proposed for consideration in determining the location of a drop-off facility. Are these factors suitable?

   If no: Please specify.

6. Are there any additional factors that should be considered when determining reasonable access to a drop-off facility?

7. Do you anticipate that your community might face any issues in using drop-off facilities?

   If yes: What issues do you think your community might face when taking FOGO and/or glass recycling to a drop-off facility? Select from list provided in online survey.

8. Should the service standard specify a maximum distance residents should be required to travel to access a FOGO or glass recycling drop-off facility?

   If yes: What do you think the maximum distance should be?

Questions for the community:

1. What type of home do you live in? Select from list provided in online survey.
2. Would you like the option to apply to your council/alpine report to opt out of a kerbside FOGO service?

   If yes: Why might you consider applying to opt out of a kerbside FOGO service? Select from list provided in online survey.
3. In most residential settings (particularly those in metropolitan councils, interface councils and regional cities), the most suitable way to ensure reasonable access to the four-stream system is by providing a kerbside bin. However, alternative drop-off facilities will be required in limited circumstances where a kerbside bin is not practicable. Do you support the proposed approach to providing access to drop-off facilities in limited circumstances?

   If no: Why not?
4. What issues/barriers do you think your household might face in taking FOGO and/or glass recycling to a drop-off facility? Select from list provided in online survey.
5. Does your council/alpine resort provide drop-off facilities for glass recycling?

   If yes: Approximately how often do you use drop-off facilities for glass recycling? Select from list provided in online survey.
6. Does your council/alpine resort provide drop-off facilities for FOGO?

   If yes: Approximately how often do you use drop-off facilities for FOGO? Select from list provided in online survey.
7. How would you travel to a drop-off facility for FOGO or glass? Select from list provided in online survey.
8. How far would you travel to access a drop-off facility (for either FOGO or glass recycling, not including Container Deposit Scheme collection points)?

6. Standard lists for consistent sorting of household waste and recycling

To support the use of the new four-stream system and maximise the value we get from our precious resources, we are defining the items that can go in each of the four streams for Victorian households.

From 22 November 2021 to 12 January 2022, the Government sought community and industry input on proposed draft lists for sorting FOGO, glass and mixed recycling at home through online consultation on the Engage Victoria platform and targeted industry workshops. DELWP has developed updated proposed standard lists, informed by feedback provided during the consultation period (these draft lists are in **Appendix 1**). Further information is available at **Standardising recycling at home across Victoria | Engage Victoria**.

Standard lists will lead to more and better recycling:

- making it easier for people to put items in the right stream no matter where they are in Victoria,
- creating cleaner material streams, and
- reducing contamination and the risk of materials going to landfill.

Some items will not be suitable for inclusion in any of the four waste and recycling streams. Households will need to take these items to alternative collection points. An example of this is e-waste.

Some materials have been included or excluded from the lists to maximise recycling and in response to emerging technologies and markets. For example, beverage cartons are proposed to be accepted in the mixed recycling stream to encourage new investment in Victoria, replicating a new facility currently being built in NSW to convert beverage cartons into particle board for construction.

Soft plastics are proposed to be included. The timing of inclusion of soft plastics in the mixed recycling stream will take into consideration processing capacity and industry readiness to accept this material. Advanced recycling processes are currently being established in Victoria which will enable soft plastics to be recycled.

We understand that soft plastics can contaminate other streams and impact sorting equipment. Any system to collect soft plastics will consider this before being introduced (e.g. the use of standardised collection bags for consolidating soft plastics).

A number of councils, recycling facilities and the National Plastics Recycling Scheme are currently conducting trials which will inform how and when soft plastics will commence being collected. Councils will advise their communities when the standard lists take effect.

The proposed standard lists for the glass, mixed recycling and household rubbish streams direct households to refer to an item's Australasian Recycling Label (ARL). The ARL is an evidence-based on-pack label endorsed by all Australian governments. The label can be added to packaging and gives instructions for how to recycle or dispose of it. Directing households to the ARL supports correct recycling of a more complex and comprehensive range of packaging. Where an item does not have an ARL, households should follow the standard lists.

DELWP is not seeking feedback on the contents of standard lists during this consultation. A further opportunity to comment on the standard lists will be provided, once the standard has been developed, as part of the formal RIS public consultation process in 2023.

6.1 Compliance with standard lists

Councils and alpine resorts will be expected to demonstrate compliance with the standard lists, for example by providing evidence that they have communicated the accepted and not accepted materials for each stream to their community and have strategies in place to minimise contamination.

The Head of RV will have powers to enforce compliance with the lists by councils and alpine resorts and inclusion of the lists in contracts with providers.

Consultation questions

Standard lists for consistent sorting of household waste and recycling

To assist us to understand impacts associated with the standard lists, please respond to the following questions in the **Engage Victoria survey**.

Questions for councils/alpine resorts:

1. What steps do you anticipate that your council/alpine resort will need to take to align with the proposed standard lists?
2. What methods are you using, or considering using, to support and monitor compliance with the standard lists? Select from list provided in online survey.
3. How long do you estimate that it will take for your council/alpine resort to align with the proposed standard lists?
4. Do you anticipate any costs associated with adjusting to the proposed standard lists?

   If yes: What are the costs that you anticipate?

Questions for industry:

1. Do you anticipate that your organisation will require significant changes to infrastructure and/or operations to align with the proposed standard lists?

   If yes: How long do you estimate the changes to infrastructure and/or operations will take?

   What do you estimate the changes to infrastructure and/or operations will cost?
2. Do you anticipate that the standard lists will change how you monitor and manage contamination?

   If yes: How?

6.2 FOGO: food organics caddies and caddy liners

Council provision of food organics caddies and caddy liners plays a significant role in community uptake of FOGO services and can reduce contamination.

To support households and compost facility operators to identify appropriately certified caddy liners, it is proposed that they must meet the following requirements to be accepted in the FOGO stream:

- a shade of green (to align with FOGO stream bin lid)
- no handles (to support messaging that caddy liners should remain untied, as knots can remain in compost for a longer period than other FOGO materials)
- certified Industrial Compostable to the Australian Standard (AS 4736).

These requirements are consistent with caddy liners currently available in the market, including in many supermarkets. Councils and alpine resorts may decide if and how they supply caddy liners and/or food organics caddies to the households they service. Councils and alpine resorts may also opt to provide paper caddy liners.

Consultation questions

FOGO: food organics caddies and caddy liners

To assist us to understand your preferences for service elements, please respond to the following questions in the **Engage Victoria survey**.

Questions for councils/alpine resorts:

1. It is proposed that compostable caddy liners used in the FOGO bin/service are standardised in terms of colour, type, and Industrial Compostable certification. Do you support this approach?
2. Does your council currently provide (or intend to provide) caddy liners to households?

   If yes: How does your council provide (or intend to provide) caddy liners to households? Select from list provided in online survey.

   Are the caddy liners certified to AS 4736?

   What colour are the caddy liners your council/alpine resort provides? Select from list provided in online survey.

Questions for industry:

1. It is proposed that caddy liners used in the FOGO bin/service are standardised in terms of colour, type, and Industrial Compostable certification. Do you support this approach?
2. *Question for caddy liner manufacturers*: What is the specific colour or colours used for industrial compostable caddy liners produced by your organisation? Please specify the colour and RGB code.
3. *Question for organics processing facilities*: What characteristics would assist you in identifying and processing certified Industrial Compostable caddy liners? Select from list provided in online survey.
4. It is proposed that only green AS 4736 certified caddy liners are permitted in the FOGO stream. Do you have any concerns regarding this colour requirement?

Questions for the community:

1. To support households and compost facilities to identify caddy liners that are suitable for the FOGO stream, it is proposed that caddy liners used in the FOGO bin/service are standardised in terms of colour, type, and Industrial Compostable certification. Do you support this approach?

   If no: Please specify.
2. If certified Industrial Compostable caddy liners were not provided by your council, what actions would you take? Select from list provided in online survey.

7. Consistent bin lids

The service standard will include requirements for the bin lid colours to be red, yellow, lime green and purple.

7.1 Bin lid replacement

Two options are being considered for replacement of bin lids:

Option 1: By a set date	Option 2: Gradual replacement
New services and existing services: • All bin lid colours must be consistent with the standard by a set date/s. • The set date/s will be defined in the standard of service.	New services: • All new bins must be consistent with the standard by a set date/s. Existing services: • Bin lid colours consistent with the standard may be implemented gradually, as bins/bin lids reach 'end of life'.



Consultation questions

Consistent bin lids

To assist us to understand your preferences for the approach to bin lid replacement, please respond to the following questions in the **Engage Victoria survey**:

Questions for councils/alpine resorts:

1. For consistency across different service types, it is proposed that alternative services (such as drop-off facilities) use colours (for example, in signage) consistent with the bin lid colours required for kerbside bins. Do you support this approach?
2. We understand that many councils/alpine resorts will need to update bin lid colours to comply with colours specified in the standard. For existing services that require new lids to be compliant with the standard, does your council/alpine resort intend to change whole bins, or lids only?
3. How does your council/alpine resort intend to replace bins/bin lids? Select from list provided in online survey.
4. What is your council/alpine resort's preferred approach to standardising bin lid colours for existing services? Select from list provided in online survey.
5. What are the main cost and other considerations for your preferred option for bin lid replacement?
6. If you chose replacement of bin lids over time, how would your council or alpine resort manage any potential confusion for residents?

Question for the community:

1. Which is more important to you?
   - Making household waste and recycling more consistent by standardising bin lid colours across Victoria as quickly as possible.
   - Reducing waste by using existing household bin lids until they reach end of life.

8. Commencement of the service standard

The commencement of the obligation to provide the four-stream household waste and recycling services (in accordance with section 60 of the Circular Economy Act) is different to the commencement of the service standard.

The service standard will specify the commencement date (or dates) when councils and alpine resorts must comply with the specific requirements detailed in the service standard (i.e. how the service must be provided to households).

The Head of RV can enforce the service standard once it has commenced.

We are considering a number of options for the commencement of the standard of service, including a proposal for commencement via a **staged commencement approach**.

Under a staged commencement approach, the standard of service would commence once a new service or services is provided by a council or alpine resort. This means that even if the service is provided voluntarily, before the council or alpine resort must provide the service under the Circular Economy Act, the council or alpine resort would need to comply with the standard for services they provide.

In this model:

Councils and alpine resorts that:	Proposed staged approach
Complete transition to a new service/s **before** the service standard is made.	Granted a grace period (e.g. 6-12 months from the date the service standard is made) in which to align their services to comply with the service standard.
Complete transition to a new service/s **after** the service standard is made.	Required to comply with the service standard from the time transition is completed.

Further work will be required to determine how this model may operate, including how 'transition' would be defined.

Before a council or alpine resort transitions, there would not be a requirement to comply with the service standard. The staged commencement approach is intended to encourage consistent service delivery of the standardised material streams as soon as possible, which will provide greater certainty to industry and confidence to communities. It will also ensure that councils and alpine resorts already in the process of transitioning comply with the standard of service sooner.

Consultation questions

Commencement of the service standard

To assist us to understand your views on commencement of the requirements set out in the service standard, please respond to the following questions in the **Engage Victoria survey**.

Questions for councils/alpine resorts:

1. Do you have any comments on the proposal for staged commencement of the requirements of the service standard?
2. What issues do you anticipate for your council/alpine resort with this proposal?
3. What benefits do you see with this proposal?
4. Do you have any comments on the interaction between the standard of service and waste contracts?

Questions for industry:

1. Do you have any comments on the proposal for staged commencement of the requirements of the service standard?
2. What issues do you anticipate for your organisation with this proposal?
3. What benefits do you see with this proposal?
4. What would be the key market impacts for your industry with this proposal?
5. Do you have any comments on the interaction between the standard of service and waste contracts?

Question for the community:

1. What do you think of the proposal for staged commencement of the requirements of the service standard?

9. Compliance with the service standard and regulations

Compliance with the requirements in the service standard can be enforced by the Head of RV from the date (or dates) it commences.

The Circular Economy Act contains a graduated and proportionate suite of compliance and enforcement mechanisms, including the use of information gathering notices, improvement notices and enforceable undertakings, to enable the Head of RV to adequately discharge its regulatory duties. Tools to support, monitor and enforce compliance are summarised in Diagram 1.

Supporting councils and alpine resorts to comply with the required standard of service will be a key role for RV, particularly while the requirements are new.

For further information about exemptions and penalties, please read the **Service Standards Framework**.

9.1 Exemptions

Councils and alpine resorts may apply for an exemption from requirements in a service standard. Exemption applications will be considered by the Head of RV on a case-by-case basis.

The Circular Economy Act stipulates that the Head of RV must not grant an exemption unless they are satisfied that:

- the exemption will not pose a serious risk of failure of, or disruption to, waste, recycling or resource recovery services,
- it is not practicable for the service provider to comply with the relevant provision, and
- the exemption is necessary to enable the efficient administration of the relevant provision.

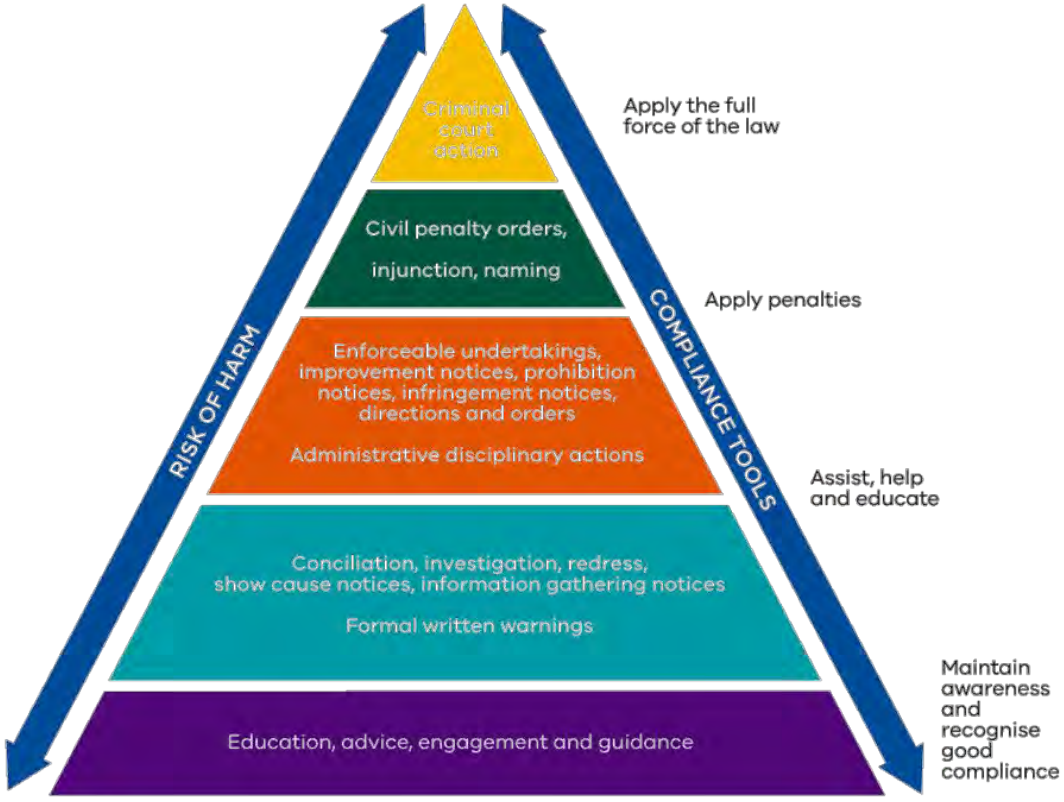

Diagram 1.

Tools to support, monitor and enforce compliance.

Application forms for applying for an exemption will be included in regulations and may include additional information required to support an exemption application.

The Head of RV is not able to provide an exemption from requirements set out in the Circular Economy Act, such as the obligation to provide the four separate stream services; they can only provide an exemption from requirements in the service standard or regulations.

It is envisaged that councils and alpine resorts will be well placed to comply with the service standard requirements and not need to rely on seeking exemptions. However, there may be exceptional circumstances where a council or alpine resort submits an exemption application to the Head of RV, and it is considered on its merits.

9.2 Penalties

The regulations may prescribe a penalty for failure to comply with the requirement to provide the four services by the required dates.

The Circular Economy Act outlines offences and associated penalties that can apply in the event of non-compliance with a service standard. Penalties may apply if there is a refusal or failure to comply with the service standard or a refusal or failure to incorporate the relevant service standard into any agreement entered in connection with providing the waste, recycling or resource recovery service (sections 69 and 71 of the Circular Economy Act).

Consultation questions

Compliance with the service standard and regulations

To assist us to understand your views on compliance with the service standard and regulations, please respond to the following questions in the **Engage Victoria survey**.

Questions for councils/alpine resorts:

1. What barriers/challenges do you see for your council/alpine resort in complying with the proposed elements of the service standard outlined in this discussion paper?
2. Would you like to make any other comments regarding the development of the service standard?

   If yes: Select topic from list provided in online survey.

Questions for industry:

1. Would you like to make any other comments regarding the development of the service standard?

   If yes: Select topic from list provided in online survey.

Questions for the community:

1. Would you like to make any other comments regarding the development of the service standard?

   If yes: Select topic from list provided in online survey.

10. Review of standards

The Minister *must* review a service standard at intervals of no longer than three years but may also review a service standard at any time at the request of the Head of RV if the Minister is satisfied it is in the public interest to do so.

The Minister may also, at any time by written notice, direct the Head of RV to review the operation of a service standard and to report to the Minister on the results of that review.

A review of this service standard would allow for consideration of items that could be recovered through the four-stream system in the future. A review of the standard lists for each stream will aim to balance certainty and consistency for industry and the community with the flexibility to respond to market, technological and other changes.



11. Next steps

Thank you for sharing your views and providing feedback on proposed policy settings to inform the development of the first draft service standard for councils and alpine resorts for delivering waste and recycling services to households.

Your contribution will help us understand how best to support councils and alpine resorts to provide a high-quality, consistent service across Victoria.

During this period of public consultation, we will undertake targeted consultation with councils, alpine resorts and industry. If you are interested in participating, please contact us at circulareconomy.legislation@delwp.vic.gov.au

A draft service standard and corresponding draft regulations will be released with a RIS for formal public consultation in 2023. There will be another opportunity to provide feedback on the draft service standard and draft regulations during this process.

You can also subscribe for updates on this project via the **Engage Victoria website**.

Figure 1.

Timeline for the development of the service standard



Appendix 1 – Standard lists

Proposed standard list for the glass recycling stream

Check items for the Australasian Recycling Label (ARL). Glass items with a 'recyclable' ARL can be placed in the glass recycling stream. If the item does not have an ARL, refer to the list.

ACCEPTED		
Category	**Items**	**Presentation**
Glass bottles and jars for food and drinks Any size Intact or broken	Soft drink, juice, water, milk bottles Beer, wine, spirits bottles Sauce, condiment, oil bottles and jars Food jars (e.g. pasta sauce, jam, pickles, coffee)	Empty, lightly rinsed Lids on No need to remove bottle rings, pourers or labels
Glass bottles and jars for medicine, toiletries Any size Intact or broken	Medicine bottles Vitamin and supplement bottles Bottles and jars for toiletries and cosmetics (e.g. lotions, oils) – no nail polish, perfume, aftershave bottles	

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NOT ACCEPTED*	
Category	**Items**
Lids (loose)	Bottle lids, jar lids
Other closures	Bottle pumps, spray nozzles, droppers, corks
Soft plastics	Bagged recyclables, plastic bags
Metal, plastic, paper or cardboard containers	Drink cans Plastic bottles Milk cartons Drink packaging (e.g. cardboard carriers)
Bottles or jars with contamination	Bottles/jars with items inside them (e.g. cigarette butts, straws, food, liquid)
Glass kitchenware (intact or broken)	Drinking glasses, glass cookware and containers (e.g. Pyrex), crystal glass Reusable coffee cups and water bottles Crockery and ceramics
Glass household items (intact or broken)	Perfume and aftershave bottles, nail polish bottles Essential oil bottles, candle jars Picture frame glass, mirrors Light bulbs, fluorescent tubes Decorative glass items (e.g. vases) Glass from furniture, appliances, electronics (e.g. microwave turntables)
Other glass (intact or broken)	Medical or laboratory glass Plate glass (window glass and windscreens), fibre glass Eyeglasses/sunglasses

*For disposal advice, refer to the Recycle Mate website/app or your local council.

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Proposed standard list for the mixed recycling stream

Check items for the Australasian Recycling Label (ARL). If the item does not have an ARL, refer to the list.

ACCEPTED		
Category	**Items**	**Presentation**
Plastic bottles and containers	Beverage bottles (e.g. soft drink, juice) Plastic sauce bottles (e.g. tomato sauce) Toiletry bottles and tubes (e.g. shampoo, shower gel, moisturiser – no toothpaste tubes) Laundry bottles (e.g. laundry detergent) Household cleaning bottles (e.g. dishwashing liquid, bathroom cleaners) Plastic jars and lids (e.g. peanut butter) Plastic food tubs and lids (e.g. yogurt, butter, ice cream) Biscuit and chocolate trays Fruit/vegetable trays and punnets Plastic takeaway containers and lids Plastic plant pots	Empty, lightly rinsed Crush bottles and replace cap No bottle pumps or spray nozzles Remove plastic film/ plastic wrapping No need to remove labels
Tins, foil, metal lids	Beverage cans (e.g. soft drink cans, beer cans) Food tins (e.g. tomato tins, pet food tins) Drink powder tins (e.g. instant coffee, hot chocolate) Biscuit and chocolate tins Cooking oil canisters (no need to remove plastic pourer) Aerosol cans (must be empty) Aluminium foil (scrunch into a ball the size of a golf ball or larger), foil trays Metal bottle/jar lids (any size)	Empty, lightly rinsed No aerosol cans that: - contain any liquid - have a Schedule 6 rating under the Poisons Standard (empty or full) - are barbeque cleaners (empty or full)
Paper and cardboard	Cardboard boxes (including boxes with sticky tape) Pizza boxes Uncoated cardboard food containers (e.g. burger boxes, coffee cup carry trays, paper plates) Box packaging (e.g. tissue boxes, detergent boxes, cereal boxes) Office paper (not shredded) Cardboard tubes (e.g. for toilet paper or paper towel) Moulded cardboard packaging (e.g. egg cartons, produce trays)	Remove solid food (cardboard containers with food stains can be recycled) Remove any plastic wrapping, lining, polystyrene, cutlery, sachets, receipts Flatten cardboard boxes

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Paper and cardboard	Greeting cards (without glitter/attached items)	
	Cardboard postal envelopes (without bubble wrap)	
	Brochures, leaflets and flyers	
	Newspapers, magazines and catalogues	
	Letters and envelopes (including windowed envelopes)	
	Books, phone books	
	Paper gift wrap (no foil/plastic gift wrap or tissue paper)	
	Butchers paper (no plastic-lined deli paper)	
	Paper bags (e.g. lunch bags, food delivery bags)	
Beverage cartons	Gable-top cartons (e.g. milk, juice)	Empty, lightly rinsed
	Long-life cartons (e.g. soy milk, long-life milk, soup, stock, juice boxes)	Replace caps, leave straws in juice boxes
Soft plastics	Sandwich bags, freezer bags, zip lock bags, cling wrap	**Presentation to be determined following soft plastics recycling trials**
	Food bags (e.g. for bread, produce, rice, cereal)	
	Plastic grocery and shopping bags, netting bags	
	Silver-lined plastic bags/wrappers (e.g. for chips, chocolate)	
	Food pouches (e.g. yogurt pouches, pet food pouches)	
	Bags and wrapping for homewares	
	Plastic sachets and film lids	
	Plastic post satchels, bubble wrap, cellophane	
	Pet food and potting mix bags	

DRAFT FOR CONSULTATION 2022

NOT ACCEPTED*	
Category	**Items**
Glass	Glass bottles and jars
	Glass kitchenware (e.g. drinking glasses, Pyrex glassware)
	Glass household items (e.g. vases, mirrors, nail polish bottles)
	Other glass (e.g. broken glass, window glass)
Plastic	Meat trays, deli meat trays
	Cordial bottles
	Plastic plates, bowls, cups, cutlery, straws, drink stirrers
	Items labelled compostable, biodegradable, degradable, oxo-degradable, plant-based, bioplastic
	Reusable plastic containers (e.g. reusable coffee cups, reusable water bottles, baby bottles, lunch boxes)
	Household items (e.g. coat hangers, toothbrushes, toys, eyeglasses)
	CDs, DVDs, video tapes, cassette tapes and their cases
	Plastic strapping
	Bank cards, loyalty cards
	Plastic items under 5cm in diameter (e.g. bottle lids/caps, bread tags, single-serve sauces)
	Plastic items larger than a 3L bottle (e.g. laundry baskets, water cooler bottles)
Expanded polystyrene (Styrofoam)	Foam trays
	Plates, bowls, cups
	Takeaway containers (e.g. clamshells), noodle cups
	Loose fill packaging (e.g. packing peanuts)
	Moulded packaging (e.g. for packaging home goods)
Metal	Kitchenware (e.g. pots, pans, cutlery)
	Reusable metal containers (e.g. stainless steel water bottles, lunch boxes)
	Metal household items (e.g. coat hangers, tools, screws, keys, magnets, wire)
Paper and cardboard	Tissues, serviettes, napkins, paper towels, tissue paper, toilet paper
	Coffee cups and lids, smoothie/milkshake cups and lids
	Frozen food cartons and tubs (e.g. ice cream cartons)
	Laminated, coated or lined paper and cardboard (e.g. straws, fish and chips paper, deli paper, plastic-lined takeaway containers)
	Cardboard with a wax coating (e.g. waterproof fruit and vegetable boxes)
	Baking paper, wax paper
	Receipts, photographs, stickers
	Shredded paper, paper/cardboard items smaller than a business card (e.g. bread tags)

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Other fibre	Wood/bamboo containers, cutlery and straws Sugarcane containers, cutlery and straws Chopsticks, drink stirrers, skewers, toothpicks, icy pole sticks Bamboo household items (e.g. toothbrushes, dish brushes), corks Cat litter
Composite items	Toothpaste tubes, dental floss containers, blister packs Coffee pods, cardboard cans with a metal base (e.g. chip containers, gravy containers) Bottle pumps, spray nozzles
Textiles	Clothing, fabric, rags (natural or synthetic fibres)
Sanitary and personal care items	Wipes (e.g. cleaning wipes, baby wipes, make up wipes) Nappies, sanitary pads, tampons Cotton wool, cotton bud sticks, makeup pads, sponges
Hazardous items and substances	Batteries of any kind Gas cylinders, CO2 canisters Aerosol cans that are not empty Aerosol cans with a Schedule 6 Poisons rating, barbeque cleaner aerosols (empty or full) Paint tins (including empty paint tins), containers used for toxic or corrosive chemicals/oils Printer cartridges E-waste (any item that uses a cord, battery, or charger) Light bulbs, fluorescent tubes, string lights Sharps, medical waste, asbestos
Construction materials, furniture, appliances	Ropes, cables, straps Wood, pipes, wallpaper Bricks, concrete, rubble Drop sheets, tarpaulins Furniture, appliances

*For disposal advice, refer to the Recycle Mate website/app or your local council.

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Proposed standard list for the FOGO stream

ACCEPTED

Category	Items	Presentation
Food organics	Fruit and vegetables including raw and cooked vegetables and peelings Food unsuitable for home composting (e.g. onions, garlic, avocado seeds, citrus) Uneaten food, leftovers and plate scrapings Out of date or mouldy food Loose leaf tea Coffee grounds, coffee filter paper (no pods) Raw and cooked meat, poultry and seafood Raw and cooked bones from food waste, including meat, fish, poultry carcasses Shellfish shells (e.g. oyster shells, mussel shells) Cheese, yogurt, cream Eggs and eggshells Rice, pasta, beans, cereal Nuts and seeds Lollies, chocolates, and jellies Baked goods (e.g. bread, cakes, pastries) Cooking oil soaked up with paper towel Pet food	Remove all containers, packaging, labels, stickers
Garden organics	Grass and lawn clippings Weeds (e.g. ivy) Leaves, flowers and plants (including dead and diseased plants) Twigs, sticks, branches and prunings Vegetable waste from the garden Real Christmas trees Hay and straw Small amounts of soil and mulch (e.g. soil attached to dead plants)	Cut to fit in the bin with the lid closed Branches no more than 10cm in diameter (width) and 40cm long
Hair, feathers, fur	Hair (human/animal) Feathers, fur	No synthetic or dyed feathers No dead animals, no rugs

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Industrial Compostable caddy liners (AS 4736)	AS-certified Industrial Compostable caddy liners (must have the seedling logo) – green colour only	As a container for food organics Leave the caddy liner untied
Paper wrapping/lining materials for food organics	Newspaper sheets Paper towels Paper caddy liners	As wrapping for food organics or lining for food caddies
Used paper towels and napkins	Paper towels Paper napkins/serviettes	No chemicals or cleaning products
Office paper (shredded), cardboard bread tags	Shredded office paper Cardboard bread tags	No glossy or coated paper No receipts or staples
Uncoated paper used for food	Brown paper lunch bags Paper produce bags (e.g. mushroom bags)	No coated or lined paper No receipts, staples or stickers

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NOT ACCEPTED*	
Category	**Items**
Liquids	Liquid food products (e.g. milk, cooking oil) unless soaked up with paper towel Other liquids (e.g. cleaning products, fertiliser)
Packaging and food containers	Stickers (e.g. fruit stickers), elastic bands, cling wrap Coffee pods, tea bags Coffee cups Takeaway containers
Plastic single-use tableware	Cutlery, straws and stirrers Dinnerware (e.g. bowls, plates, cups)
Metal, glass, plastic	Metal (e.g. drink cans) Glass (e.g. beer bottles) Plastic items (e.g. plastic cutlery) Soft plastics, plastic bags, netting bags Expanded polystyrene

Wood and bamboo items	Wood/bamboo containers, cutlery and straws Chopsticks, drink stirrers, skewers, toothpicks, icy pole sticks Bamboo toothbrushes, dish brushes
Recyclable cardboard items	Pizza boxes Cardboard food containers (e.g. burger boxes, paper plates) Moulded cardboard packaging (e.g. egg cartons, produce trays)
Coated paper and cardboard	Laminated, coated or lined paper and cardboard (e.g. paper straws, fish and chips paper, plastic-lined deli paper, coated paper plates) Baking paper, wax paper Receipts Cardboard with a wax coating (e.g. waterproof fruit and vegetable boxes)
Any certified compostable items (except AS 4736 caddy liners) Items labelled compostable, biodegradable, degradable, oxo-degradable, biobased, bioplastic, plant-based	Coffee cups, smoothie/milkshake cups and lids Compostable plastic containers, cutlery and straws Sugarcane containers, cutlery and straws Bags (e.g. grocery/produce bags), coffee bags Postal satchels, packing peanuts Dish brushes, cloths, wipes
Hazardous materials	Batteries, sharps, asbestos, chemicals E-waste (any item that uses a cord, battery, or charger)
Hygiene and sanitary items	Nappies, including compostable or biodegradable nappies Sanitary items (e.g. wipes, sanitary pads), including compostable or biodegradable items Used tissues Cotton balls, cotton bud sticks
Timber, sawdust Treated, coated or engineered wood	Garden stakes, fence posts, sleepers, furniture Sawdust, wood chips, wood shavings Engineered wood products (e.g. plywood, MDF, particle board)
Building, gardening, and landscaping material	Dirt, sand, mulch, soil Gravel or rocks, bricks, concrete, rubble Ash, charcoal Fencing/screens (e.g. brush fencing, bamboo screens)

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Garden implements and pots	Plant pots (plastic or ceramic) Gardening supplies (e.g. fertiliser, weed killer) Gardening tools Hoses, ropes, string, twine Artificial plants, artificial Christmas trees Garden furniture
Dust, lint and litter	Vacuum dust, washing machine/dryer lint Cigarette butts Chewing gum
Animal waste	Animal faeces (e.g. pet poo) Synthetic cat litter (e.g. crystal), biodegradable cat litter (e.g. corn, paper, clay) Deceased animals
Textiles, latex and wax products	Clothing, fabric, rags (natural or synthetic fibres) Balloons, gloves Candles, beeswax wraps
Bulky garden organics	Large branches (i.e. over 10cm diameter and/or more than 40cm long) Tree stumps Whole real Christmas trees

*For disposal advice, refer to the Recycle Mate website/app or your local council.

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Proposed standard list for the household rubbish stream

Check items for the Australasian Recycling Label (ARL). If the item does not have an ARL, refer to the list.

ACCEPTED		
Category	**Examples**	**Presentation* (if relevant)**
Glass items not accepted in the glass recycling stream	Bottles/jars with items inside them (e.g. cigarette butts, straws, food, liquid)	Intact or broken
	Drinking glasses, glass cookware and containers (e.g. Pyrex), crystal glass	
	Reusable coffee cups and water bottles	
	Perfume and aftershave bottles, nail polish bottles	
	Essential oil bottles, candle jars	
	Light bulbs, fluorescent tubes	
	Glass from furniture, appliances, electronics, decorative items (e.g. vases, picture frames, microwave turntables)	
	Mirrors, plate glass (window glass and windscreens), fibre glass	
	Eyeglasses/sunglasses	
	Medical or laboratory glass	
Plastic and packaging items not accepted in the mixed recycling stream	Stickers (e.g. fruit stickers), elastic bands	
	Meat trays, deli meat trays	
	Cordial bottles	
	Plastic plates, bowls, cups, cutlery, straws, drink stirrers	
	Reusable plastic containers (e.g. reusable coffee cups, reusable water bottles, baby bottles, lunch boxes)	
	Plastic strapping, drop sheets, tarpaulins	
	Bank cards, loyalty cards	
	CDs, DVDs, video tapes, cassette tapes and their cases	
	Plastic items under 5cm in diameter (e.g. bottle lids/caps, bread tags, single-serve sauces)	
	Plastic items larger than a 3L bottle (e.g. laundry baskets, water cooler bottles)	
Expanded polystyrene (Styrofoam)	Foam trays	
	Plates, bowls, cups	
	Takeaway containers (e.g. clamshells), noodle cups	
	Loose fill packaging (e.g. packing peanuts)	
	Moulded packaging (e.g. for packaging home goods)	

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Composite items	Toothpaste tubes, dental floss containers, blister packs Coffee pods, tea bags Cardboard cans with a metal base (e.g. chip containers, gravy containers) Bottle pumps, spray nozzles, droppers, corks	
Paper and cardboard items not accepted in the mixed recycling stream	Tissues, tissue paper, toilet paper Coffee cups and lids, smoothie/milkshake cups and lids Frozen food cartons and tubs (e.g. ice cream cartons) Laminated, coated or lined paper and cardboard (e.g. straws, fish and chips paper, deli paper, plastic-lined takeaway containers) Cardboard with a wax coating (e.g. waterproof fruit and vegetable boxes) Baking paper, wax paper Receipts, photographs Shredded paper, paper/cardboard items smaller than a business card (e.g. bread tags)	
Certified compostable items (except AS 4736 certified caddy liners) Items labelled compostable, biodegradable, degradable, oxo-degradable, biobased, bioplastic, plant-based Wood and bamboo items	Compostable bags (e.g. grocery/produce bags, coffee bags) Postal satchels, packing peanuts Compostable/biodegradable coffee cups and lids, smoothie/milkshake cups and lids Compostable/biodegradable plastic containers, cutlery and straws Sugarcane containers, cutlery and straws Wood/bamboo containers, cutlery and straws Wood/bamboo household items (e.g. toothbrushes, dish brushes) Chopsticks, drink stirrers, skewers, toothpicks, icy pole sticks Compostable/biodegradable dish brushes, cloths, wipes	
Liquids	Liquid food products (e.g. cooking oil) – household quantities only	Pour into a container and close lid tightly

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Small broken household items	Smoke detectors Toys Coat hangers (any type) Crockery, ceramics and kitchenware (e.g. cutlery, plates, pots and pans) Reusable metal containers (e.g. stainless steel water bottles, lunch boxes) Metal household items (e.g. tools, screws, keys, magnets, wire) CDs, DVDs, video tapes, cassette tapes and their cases Hoses, ropes, string, twine Artificial plants	No batteries No toys that use a battery, cable or cord
Textiles, latex and wax products	Clothing, bedding, fabric, rags (natural or synthetic fibres) Balloons, gloves Candles, beeswax wraps	
Sanitary, personal care and cleaning items	Nappies, including compostable or biodegradable nappies Sanitary items (e.g. wipes, sanitary pads, tampons), including compostable or biodegradable items Tissues, face masks Paper towel used with chemicals/cleaning products Cotton wool, cotton bud sticks, makeup pads, sponges Toothbrushes, toothpaste tubes, dental floss First aid items Blister packs (empty) Razors, razor cartridges Makeup products	Nappies: empty contents into toilet Tissues, face masks: double-bagged if unwell
Timber and engineered wood (small pieces), sawdust	Small pieces of timber/engineered wood Sawdust, wood chips, wood shavings	Less than 40 cm long
Dust, lint and litter	Vacuum dust, washing machine/dryer lint Cigarette butts (put out) Chewing gum	
Ash and charcoal	Wood heater ash Barbeque ash	Must be completely cooled before placing in the rubbish bin
Animal waste	Animal faeces (e.g. pet poo) Synthetic cat litter (e.g. crystal), biodegradable cat litter (e.g. corn, paper, clay)	
Small deceased animals	Insects, spiders Birds, fish, rodents	

*All items must be securely bagged or wrapped to prevent litter.

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NOT ACCEPTED IN ANY HOUSEHOLD WASTE AND RECYCLING STREAM**	
Category	**Examples**
Hazardous items, e-waste	Batteries of any kind Any item that uses a cord, battery, or charger (e-waste) Mobile phones, tablets, televisions, computers Printers, printer cartridges Electrical cables, earphones Light bulbs, fluorescent tubes, string lights Aerosol cans that are not empty Aerosol cans with a Schedule 6 Poisons rating; barbeque cleaner aerosols (empty or full) Paint tins (empty or full), containers used for toxic or corrosive chemicals/oils Gas cylinders, CO2 canisters Fire extinguishers Sharps, medical waste, asbestos
Hazardous substances	Medicine Acids and alkalis Ammonia-based cleaners Nail polish remover Petrol, kerosene, turpentine, paint thinners Pesticides and herbicides Automotive products (e.g. car polish, anti-freeze, brake and transmission fluids, body filler) Pool chemicals Aerosol cans containing liquid Barbeque cleaner aerosol cans (empty or containing liquid) Aerosol cans with a Schedule 6 Poisons rating (empty or containing liquid) Items labelled: Corrosive 8, Oxidizing agent 5.1, Toxic 6.1, Flammable liquid 3, Flammable solid 4.1 Cooking oil (commercial quantities)
Bulky garden organics	Large branches (i.e. over 10cm diameter and/or more than 40cm long) Tree stumps Whole Christmas trees
Furniture and appliances Construction and landscaping materials	Carpets, furniture, appliances Large pieces of timber/engineered wood (i.e. more than 40cm long) Bricks, concrete, rubble, Dirt, sand, mulch, soil Gravel or rocks, bricks, concrete, rubble Scrap metal
Large deceased animals	Deceased dogs, cats Deceased livestock

**For disposal advice, refer to the Recycle Mate website/app or your local council.

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Appendix 2 – List of Victorian Local Government Comparator Groups and alpine resorts

VICTORIAN LOCAL GOVERNMENT COMPARATOR GROUPS				
Metropolitan	**Interface**	**Regional City**	**Large Shire**	**Small Shire**
Banyule	Cardinia	Ballarat	Bass Coast	Alpine
Bayside	Casey	Greater Bendigo	Baw Baw	Ararat
Boroondara	Hume	Greater Geelong	Campaspe	Benalla
Brimbank	Melton	Greater Shepparton	Colac-Otway	Buloke
Darebin	Mornington Peninsula	Latrobe	Corangamite	Central Goldfields
Frankston	Nillumbik	Mildura	East Gippsland	Gannawarra
Glen Eira	Whittlesea	Warrnambool	Glenelg	Hepburn
Greater Dandenong	Wyndham	Wodonga	Golden Plains	Hindmarsh
Hobsons Bay	Yarra Ranges	Horsham	Macedon Ranges	Indigo
Kingston		Wangaratta	Mitchell	Loddon
Knox			Moira	Mansfield
Manningham			Moorabool	Murrindindi
Maribyrnong			Mount Alexander	Northern Grampians
Maroondah			Moyne	Pyrenees
Melbourne			South Gippsland	Queenscliffe
Monash			Southern Grampians	Strathbogie
Moonee Valley			Surf Coast	Towong
Moreland			Swan Hill	West Wimmera
Port Phillip			Wellington	Yarriambiack
Stonnington				
Whitehorse				
Yarra				

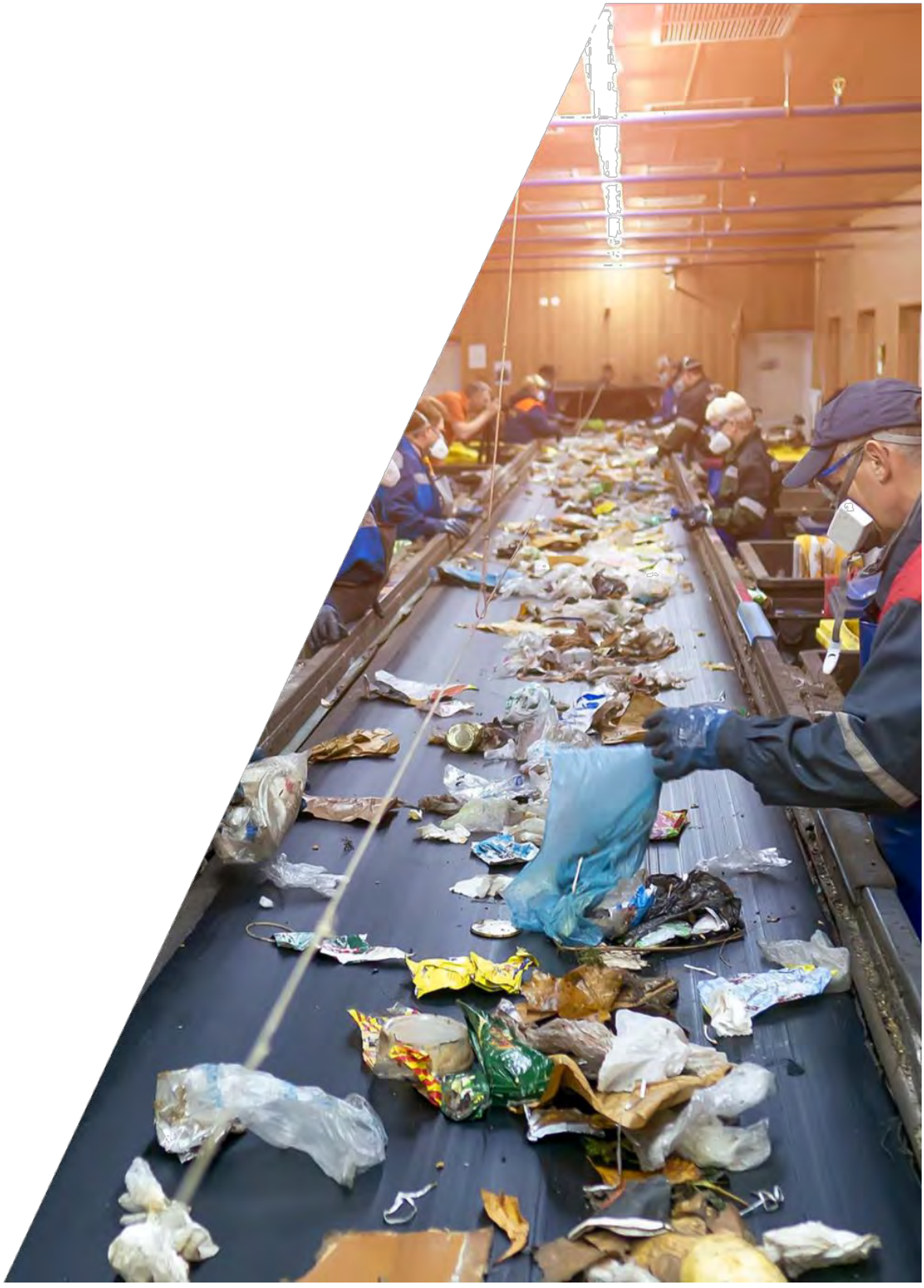
ALPINE RESORTS
Mount Hotham Alpine Resort Management Board
Mount Buller and Mount Stirling Alpine Resort Management Board
Falls Creek Alpine Resort Management Board
Southern Alpine Resort Management Board (responsible for Lake Mountain and Mount Baw Baw alpine resorts)

COUNCIL TYPES	
Metropolitan council	A metropolitan council is predominately urban in character and located within Melbourne's densely populated urban core, as categorised by Local Government Victoria.
Interface council	An interface council is one of the nine municipalities that form a ring around metropolitan Melbourne, as categorised by Local Government Victoria.
Regional city	A council that is urban and partly rural in character, as categorised by Local Government Victoria.
Large shire	A municipality with more than 15,000 inhabitants that is predominantly rural in character, as categorised by Local Government Victoria.
Small shire	A municipality with less than 15,000 inhabitants that is predominantly rural in character, as categorised by Local Government Victoria.

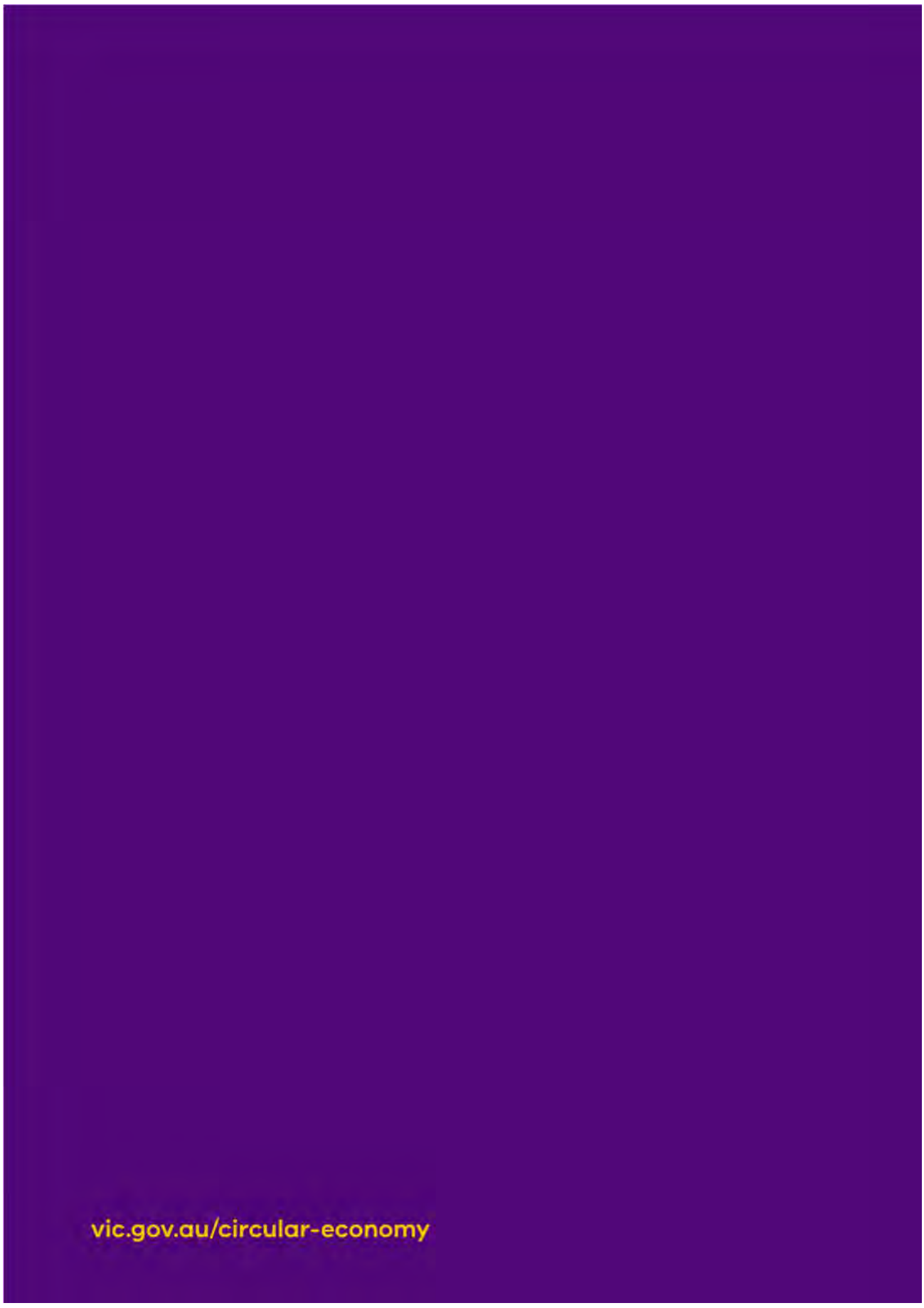
Glossary

Alpine resort	Alpine Resort Management Board as defined in the Circular Economy Act. Note that Alpine Resort Management Boards will be replaced by Alpine Resorts Victoria from 1 October 2022. The Circular Economy Act will be updated to reflect this change.
Circular Economy Act	*Circular Economy (Waste Reduction and Recycling) Act 2021.*
FOGO	Food organics and garden organics.
Four-stream system	Separate glass recycling, food organics and garden organics, mixed recycling and household rubbish.
Head of Recycling Victoria	The Head of Recycling Victoria is established under the Circular Economy Act and provides leadership stewardship and oversight of waste, recycling or resource recovery services and supports the development of a circular economy. The Head is the regulator for the service standard.
Households	Includes single-dwelling developments, multi-dwelling developments, temporary boarding houses, public housing, retirement villages/nursing homes.
Recycling Victoria (RV)	A business unit within DELWP that supports the Head of RV.
Regulatory Impact Statement (RIS)	An assessment that the Government uses to analyse how regulations will impact the community. This helps the Government choose the best approach for achieving better community outcomes.
Service Standards Framework	Overarching framework for the making of service standards and regulations under the Circular Economy Act.

Attachment 1 - Attachment 1 - Service Standards Discussion



Attachment 1 - Attachment 1 - Service Standards Discussion



Service Standards Framework

A framework for service standards under the *Circular Economy (Waste Reduction and Recycling) Act 2021*



September 2022

vic.gov.au/circular-economy

VICTORIA

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Acknowledgment

We acknowledge and respect Victorian Traditional Owners as the original custodians of Victoria's land and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to genuinely partner, and meaningfully engage, with Victoria's Traditional Owners and Aboriginal communities to support the protection of Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.



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1. Introduction

The Victorian Government's circular economy policy, *Recycling Victoria: a new economy*, sets out the systemic change that's needed to cut waste and boost recycling and reuse of our precious resources.

Key aspects of the policy are embedded in the *Circular Economy (Waste Reduction and Recycling) Act 2021* (the Circular Economy Act). The Circular Economy Act provides for the establishment of the Head of Recycling Victoria (RV), a regulator within the Department of Environment, Land, Water and Planning (DELWP). It allows the Head of RV to oversee and provide strategic leadership for the waste and recycling sector, and enshrines in law reforms to household waste and recycling services. It also allows for service standards to be made to ensure consistency and transparency in how waste and recycling services are delivered.

This document outlines the framework under which service standards may be made under the Circular Economy Act. It explains the relevant legislative provisions that set out what a service standard is, what they can cover and who they can apply to. It also explains how they can be prepared, made, reviewed, amended and revoked, the mandatory consultation requirements, and how they will be implemented and enforced by government.

This Service Standards Framework is intended to provide necessary context so that councils, alpine resorts and waste, recycling and resource recovery service providers can understand what service standards are and how they may apply to them. It will also ensure they are best equipped to make a meaningful contribution to the development of service standards as these are prepared over the coming years. Therefore, it is recommended that this Framework be read in conjunction with any proposed or existing service standards.



2. The Legislative Framework

2.1 Overview of the Circular Economy Act

The overarching objective of the Circular Economy Act is to promote Victoria's transition to a circular economy. The specific purposes of the Circular Economy Act include:

- to introduce a circular economy in Victoria that maximises the continued use of products and waste material over their life cycle and accounts for their environmental impacts
- to establish the Head of RV and their functions and powers
- to require councils and alpine resorts to provide municipal residual waste and municipal recycling services
- to support best practice procurement and contract management of waste and recycling services by councils and alpine resorts, and facilitate strategic procurement for councils and alpine resorts
- to provide for service standards
- to establish a container deposit scheme
- to provide for data collection and reporting and
- to provide for a system of criminal and civil penalties and other enforcement measures.

Under the Circular Economy Act, subordinate legislation including regulations, service standards and guidelines can be established.

2.2 Regulations

Regulations may be developed in relation to a range of matters outlined in Schedule 1 of the Circular Economy Act.

Regulations may complement and shape service standards that are developed – for instance, in terms of who the standard applies to, the scope/content of the standard, and when it takes effect. Regulations may be developed ahead of, or in parallel with, corresponding service standards.

For example, section 60 of the Circular Economy Act requires that councils and alpine resorts provide municipal residual waste and municipal recycling services. This section of the Circular Economy Act outlines the four core services that are expected to be provided, but regulations are needed to specify the dates from which these services must be provided. These regulations will also prescribe offences and penalties for not having services in place by the prescribed date(s) and may also specify some exclusions or exceptions from the requirement to provide the four services and any other clarifications deemed necessary. The regulations can also provide further detail as to how the services must be provided and can also prescribe additional services that must be provided.

Regulations can specify data collection and reporting requirements for a waste, recycling or resource recovery service. Implementation of data and reporting regulations will be key to monitoring compliance with any service standards, as well as providing details of the overall operation of the waste and recycling sector and its future needs. The content of data and reporting regulations may inform the requirements set out in a service standard, and vice versa, to ensure the information gathered is relevant, targeted and effective.

Regulations are also used to outline requirements for exemption applications under the Circular Economy Act – including the form that applications must be submitted in, and the information to be contained in an application. These regulations would apply if the need arose to seek an exemption from a regulation or service standard.

The preparation and making of a regulation is subject to requirements specified in the *Subordinate Legislation Act 1994* (the SL Act), which may include the preparation of a Regulatory Impact Statement (RIS).

2.3 Service Standards

Service standards may be developed under the Circular Economy Act to specify the quality and performance expected of a provider of a waste, recycling and resource recovery service.

The Circular Economy Act:

- provides for the making of service standards and sets out the steps that must be followed in the preparation, making, review, amendment and revocation of a service standard, including the formal consultation requirements and consideration of advice from advisory committees established under the Circular Economy Act
- includes information on what a service standard may provide for (its purpose and content), as well as the requirement to incorporate service standards into relevant agreements
- outlines offences and penalties that apply in the case of non-compliance
- provides the Head of RV with the power to exempt a person or class of person from any provision of the regulations or of a service standard.

The Circular Economy Act places high level obligations or requirements on various waste and recycling service providers and other entities. Where this is the case (e.g. in relation to mandatory service provision by councils and alpine resorts), the detail of this requirement will be contained in regulations and/or service standards. These service providers must comply with any applicable service standards that are in place. It is an offence to refuse or fail to comply with a service standard without a reasonable excuse.

The Circular Economy Act also does not limit the number of service standards that may be prepared – the overall service standards architecture (the scope and number of service standards and how they ultimately fit together) is for the Head of RV to advise on (through preparing the service standards), and the Minister to decide on by approving service standards. The broad approach to the development of different service standards is outlined in section 4 of this Framework, noting the intent that there will ultimately be multiple complementary service standards in effect.

2.4 Guidelines

Guidelines may also be issued under the Circular Economy Act to provide guidance to regulated parties on how to comply with the law. For instance, the Head of RV may issue guidelines relating to the procurement of waste, recycling or resource recovery services by councils or alpine resorts. Where procurement guidelines are issued, they must be published on a departmental website and councils/alpine resorts must have regard to these. The Circular Economy Act also allows the Minister to issue guidelines relating to the administration of the Circular Economy Act, and compliance and enforcement.

A summary of the legislative framework that applies to the making and operation of service standards is provided in Diagram 1. These legislative and regulatory aspects are expanded on in the following sections.



Circular Economy Act

Requires those who provide a waste, recycling and resource recovery service to comply with service standards that apply to those services. The Circular Economy Act sets out:

- that the Head of RV may prepare a service standard, for the Minister's approval
- the process for making, amending, revoking and reviewing service standards, including requirements regarding consultation and consideration of advice
- the power for Head of RV to provide exemptions
- penalties for failing to comply with standards or incorporate in agreements.

Regulations

Can be developed in relation to a range of matters outlined in Schedule 1 of the Circular Economy Act. Regulations can:

- prescribe dates on and from which councils/alpine resorts must provide each of the four municipal waste and recycling services
- clarify any of the requirement to provide the four municipal services
- prescribe entities/classes of entities that must comply with any prescribed requirement for the sorting and separating of waste or recycling materials
- prescribe requirements for the keeping of records
- prescribe requirements for exemption applications (form and information required).

Service Standards

Must provide for the quality and performance standards for the delivery of a waste, recycling or resource recovery service. Service standards may include, but are not limited to:

- who it applies to and who is exempt
- services to which the standard applies
- requirements around the separation and sorting of specified types of materials and methods of identifying types of materials
- contents of bins used in municipal services
- service performance and reporting
- standards or requirements for different types of services, materials or waste, or different metropolitan or regional areas.

Guidelines

May be issued under various sections of the Circular Economy Act to provide guidance on how to comply with the law. For example:

- the Minister may issue guidelines relating to the administration of the Circular Economy Act, and compliance and enforcement
- the Head of RV may issue guidelines relating to the procurement of waste, recycling or resource recovery services by councils or alpine resorts.

Diagram 1.

A summary of the legislative framework for the making and operation of service standards.

3. Service Standards

3.1 What is a service standard and who can it apply to?

Service standards are legislative instruments for the purposes of the SL Act.

The purpose of a service standard is to outline the specifics or detail of what is expected in relation to service provision or delivery. The power to make service standards under the Circular Economy Act is very broad – service standards can be set for any waste, recycling or resource recovery services and for all waste streams, including municipal solid waste, commercial and industrial waste and construction and demolition waste, and enforced against those who provide such services.

The Circular Economy Act states that a service standard *must* provide for the quality and performance standards for the delivery of a waste, recycling or resource recovery service.

The Circular Economy Act notes that a service standard *may* provide for:

a. the persons or classes of person, or entities or classes of entity, to whom the standard applies; and
b. the persons or classes of person, or entities or classes of entity, exempt from the standard; and
c. the services or classes of service to which the standard applies; and
d. separating and sorting specified types of waste; and
e. separating and sorting specified types of recycling material; and
f. the methods of identifying types of waste and recycling material; and
g. the contents of particular bins used in municipal waste or municipal recycling services provided for or on behalf of a council; and
h. service performance and reporting (across a range of possible measures); and
i. different standards or requirements for different types of services; and
j. different standards or requirements for different types of material or waste; and
k. different standards or requirements for different metropolitan or regional areas; and
l. any other matter the Head of RV considers relevant or that the Minister directs.

A service standard will also specify the day or days that the standard is to commence (when it will take effect and be enforceable).

3.2 How is a service standard prepared, made, reviewed, amended and revoked?

The process for preparing, making, reviewing, amending and revoking a service standard is outlined in sections 62 – 68 of the Circular Economy Act (refer to Diagram 2).

3.2.1 Preparation and making of a service standard

The Circular Economy Act assigns the Head of RV with the power to prepare a service standard. The Head of RV must submit a service standard to the Minister for approval. If the service standard is approved by the Minister, the Minister must publish notice of the approval in the Government Gazette.

3.2.2 Consultation requirements

The Minister must publish notice of the Minister's proposal to make, amend or revoke a service standard (a proposal notice). The proposal notice must be published in the Government Gazette and any other publication the Minister considers appropriate. The service standard must be made available for comment for at least 28 days.

The preparation and making of a service standard is also subject to requirements specified in the SL Act, which may include the preparation of a RIS. Where a RIS is necessary, the SL Act dictates that it must be published by the responsible Minister, with a notice inviting comments and submissions from the public. The notice must set out:

- the reason for, and the objective of, the proposed legislative instrument,
- the locations (including the Government website) where a copy of the RIS and the proposed legislative instrument can be obtained, and
- an invitation for public comments or submissions within a specified time not less than 28 days from the publication of the notice.

3.2.3 Consideration of advice

Before deciding whether to make, amend or revoke a service standard, the Minister *must* consider any advice or comment the Minister receives from:

- the Head of RV
- the formal public consultation process noted above and
- the advisory committee referred to in section 37(2) of the Circular Economy Act (the advisory committee that the Minister must establish that includes persons with relevant skills, knowledge and experience relating to local government and rural and regional communities).

The Minister *may* also consider any advice the Minister receives from any other advisory committee the Minister considers relevant.

3.2.4 Review of a service standard

The Minister *must* review a service standard at intervals of no longer than three years but *may* also review a standard at any time at the request of the Head of RV if the Minister is satisfied it is in the public interest to do so.

The Minister may also, at any time, direct the Head of RV to review the operation of a service standard and to report to the Minister on the results of that review.



Diagram 2.

The process for preparing, making, reviewing, amending and revoking a service standard.

3.3 How is a service standard applied and enforced?

3.3.1 Application

The persons or classes of person, or entities or classes of entity, to whom the standard applies, will be responsible for complying with the requirements set out in the standard from the date or dates that the service standard commences or takes legal effect (noting that the date/dates that a service standard commences may be some time after a service standard is made).

Once a service standard commences, it must also be incorporated in any relevant waste, recycling or resource recovery agreement concerning the provision of a service that is the subject of that service standard. The responsibility to do this sits with the person providing the service. This requirement must also be set out in any invitations for applications to enter into such agreements (tender processes and the like). Under the Circular Economy Act, the Head of RV may provide councils or alpine resorts with procurement advice and support.

3.3.2 Compliance and enforcement

RV is responsible for supporting and enforcing compliance with the Circular Economy Act, including service standards and regulations. RV will provide clear communication ahead of the commencement of a service standard and ensure regulated parties understand their obligations and are supported to meet them.

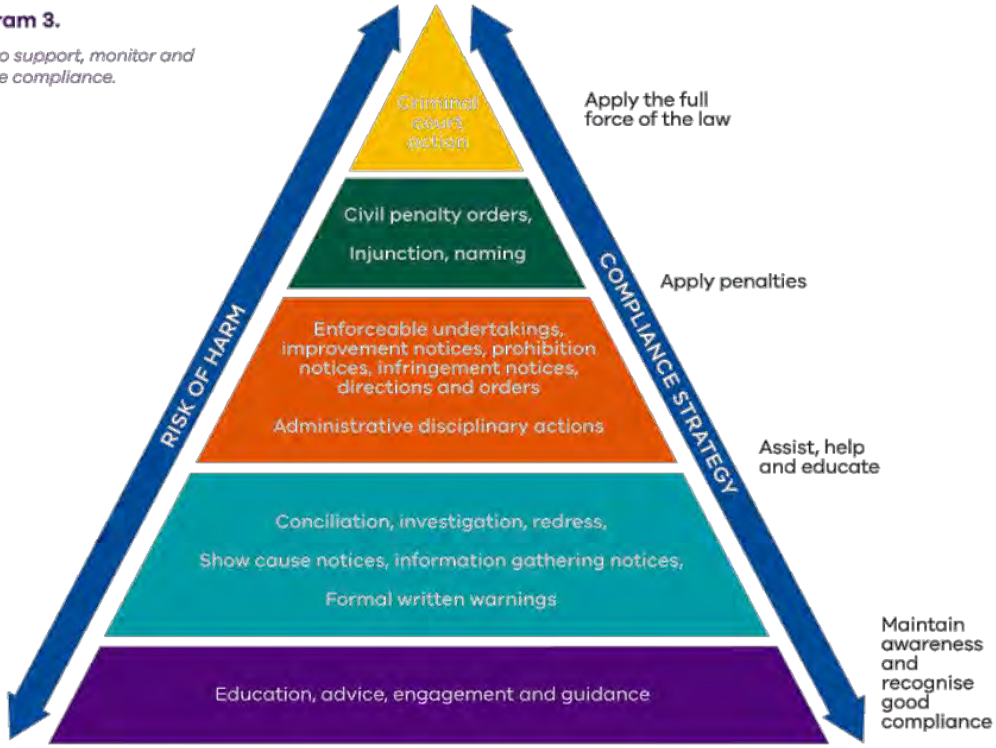
The Circular Economy Act contains a graduated and proportionate suite of compliance and enforcement mechanisms, including the use of information gathering notices, improvement notices and enforceable undertakings, to enable the Head of RV to adequately discharge its regulatory duties. Tools to support, monitor and enforce compliance are summarised in Diagram 3.

The Circular Economy Act also allows for mandatory data collection and reporting to the Head of RV. The detail of this, including who must report and the information to be reported will be outlined in regulations focused on mandatory data collection and reporting. The provision of this data will, among other things, further enable the Head of RV to monitor compliance with any applicable service standards.

The Head of RV may appoint authorised officers to perform required compliance and enforcement activities.

Diagram 3.

Tools to support, monitor and enforce compliance.



Offences and penalties

Refusing/failing to comply with a service standard or refusing/failing to incorporate relevant service standards into agreements are specific offences under the Circular Economy Act. The offences apply to a person who provides a waste, recycling or resource recovery service (not members of the public generally). The penalty in both instances is 500 penalty units (or $92,460 for the 2022-23 financial year) for a natural person and 1200 penalty units ($221,904 for the 2022-23 financial year) for a body corporate.

Other general offences under the Circular Economy Act may also apply in the context of the Head of RV monitoring and enforcing compliance with service standards. For example, a person must not, without reasonable excuse, refuse or fail to comply with a notice requiring information that is issued by the Head of RV – and failure to comply is an offence (with associated penalties). Under the Circular Economy Act it is also an offence to, without reasonable excuse, fail to keep records and information about the services provided, so far as is reasonably practicable. Again, failure to comply is an offence, with associated penalties.

Exemptions

A person may apply for an exemption from requirements in a service standard. Exemption applications will be considered by the Head of RV on a case-by-case basis. The Circular Economy Act stipulates that the Head of RV must not grant an exemption unless they are satisfied that:

- the exemption will not pose a serious risk of failure of, or disruption to, waste, recycling or resource recovery services
- it is not practicable for the person (or class of person) to comply with the relevant provision, and
- the exemption is necessary to enable the efficient administration of the relevant provision.

4. Staged approach to developing service standards

Government is adopting a staged approach to the development of service standards over time. All service standards will be developed in consultation with key stakeholders in accordance with the process described in this Framework.

4.1 First service standard

The first service standard prepared under the Circular Economy Act by the Head of RV will apply to household waste and recycling services provided by council and alpine resorts. It will outline how the four service streams (residual waste, mixed recycling, glass, and food organics and garden organics) are to be delivered.

This service standard is proposed to comprise elements that are essential to give effect to the obligation on councils and alpine resorts to deliver the four streams under section 60 of the Circular Economy Act. It is proposed that it will, at a minimum, include requirements in relation to the standard lists and bin lid colours. The detail of these (and other possible elements) will be developed in consultation with councils, alpine resorts, industry and the broader Victorian community.

The first service standard is intended to provide for statewide consistency but also provide for flexibility in how services are delivered in certain circumstances. Councils and alpine resorts are transitioning to the new household waste and recycling system at different times and the standard will need to set a strong foundation that can be built on over time as required.

4.2 Potential future service standards

It is anticipated that multiple service standards will be made over time. For example, standards may be made to give effect to the requirement in the Circular Economy Act for prescribed businesses and other entities to sort waste and recycling materials.

Development of requirements for mandatory sorting by prescribed businesses will be subject to consultation with businesses and other key stakeholders, with these rules expected to come into effect by 2025. Mandatory separation of commercial recyclable materials is a commitment within the government's circular economy policy.

Updates to existing service standards will also be made as necessary over time – for instance, there may be a need to make amendments from time to time to the standard lists for each service stream to reflect advances in technology.

Any future service standards for waste and recycling industry participants will be informed by key stakeholder views, and are subject to formal consultation requirements. The scope of any service standards will be considered in the context of any other regulations that will apply to industry, for example in relation to data collection and reporting.

The staged approach to the development of service standards is depicted in Diagram 4.

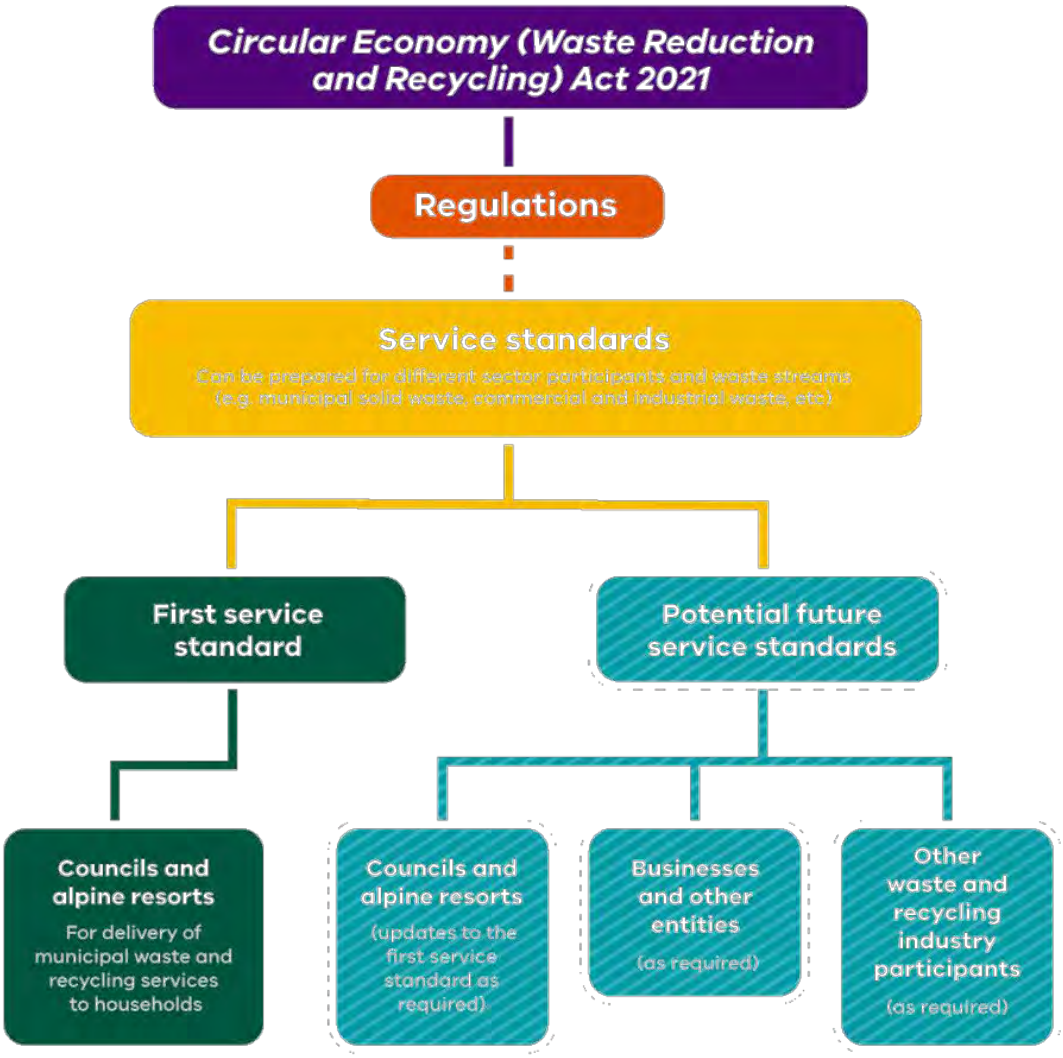


Diagram 4.

The staged approach to the development of service standards.

5. Further information

For further information on the new recycling laws and governance visit **New recycling laws and governance | Victorian Government (www.vic.gov.au)**. Information on the Circular Economy Act itself is also available **Circular Economy (Waste Reduction and Recycling) Act 2021 (legislation.vic.gov.au)**.

Should you have any questions about the Circular Economy Act or this Framework, please email the Waste and Recycling Legislative Reform Team of DELWP via **circulareconomy.legislation@delwp.vic.gov.au**

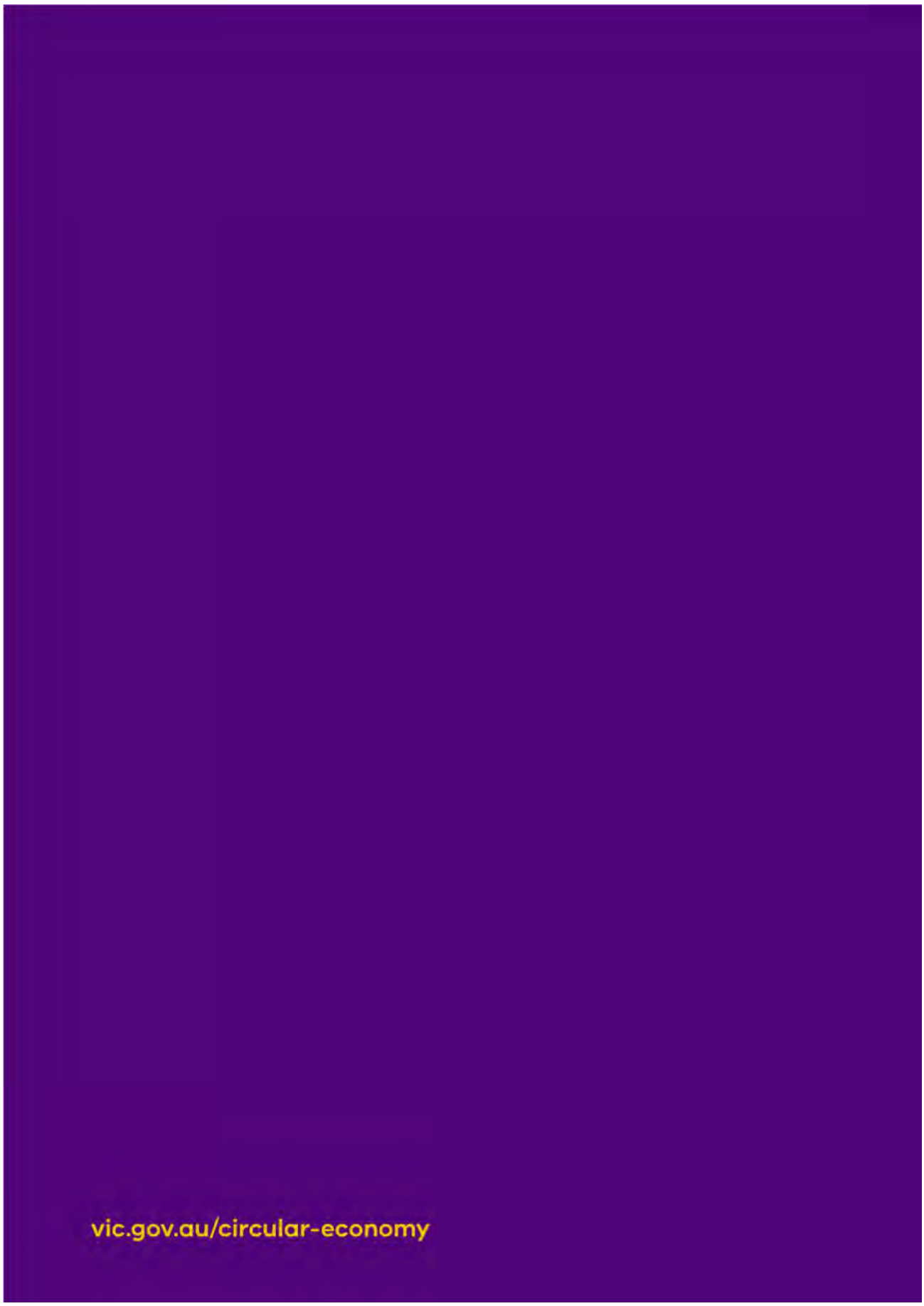
For information on Recycling Victoria and its functions and activities, please visit **Strengthening our waste and recycling system | Victorian Government (www.vic.gov.au)**. You can also contact RV via phone 136 186 or submit an online request via **Contact Recycling Victoria | Victorian Government (www.vic.gov.au).**

Glossary

Alpine resorts	Alpine Resort Management Board as per the Circular Economy Act. Note that Alpine Resort Management Boards will be replaced by Alpine Resorts Victoria from 1 October 2022. The Circular Economy Act will be updated to reflect this change.
Circular Economy Act	*Circular Economy (Waste Reduction and Recycling) Act 2021.*
DELWP	Department of Environment, Land, Water and Planning.
Guidelines	Guidance material produced under the Circular Economy Act to provide guidance to regulated parties on how to comply with the law.
Head of Recycling Victoria	The Head of Recycling Victoria, employed under Part 3 of the *Public Administration Act 2004*, provides leadership, stewardship and oversight of waste, recycling or resource recovery services and supports the development of a circular economy.
Minister	Minister for Environment and Climate Action.
Municipal waste and recycling services	A waste and recycling service provided by or on behalf of a council or alpine resort. The municipal waste and recycling services may also be described as the four-stream system.
Offences	An act or behaviour that is prohibited by law and punishable by a prescribed penalty.
Penalties	A monetary fine to be prescribed through the regulations for failing to comply with the regulations or service standard (section 183(2) of the Circular Economy Act).
Recycling Victoria (RV)	A business unit within DELWP that supports the Head of RV.
Regulations	Subordinate legislation established under primary legislation to further prescribe matters set out in the primary legislation (in this case, the Circular Economy Act).
Regulatory Impact Statement (RIS)	An assessment that the government uses to analyse how regulations will impact the community. This helps the government choose the best approach for achieving better community outcomes.
Service standards	A standard approved under section 63 of the Circular Economy Act which must provide for the quality and performance standards for the delivery of a waste, recycling or resource recovery service. A service standard is subordinate legislation.
SL Act	*Subordinate Legislation Act 1994.*



Attachment 2 - Attachment 2 - Service Standards Framework



In reply please quote reference
Reference: D22/272114
Contact: Oliver McNulty

25 October 2022

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RE: Service Standard Submission

Department of the Environment, Land, Water and Planning

Yarra City Council are writing to provide a submission in relation to the Service Standard Framework (Framework) and the Service Standard Discussion Paper (Paper) as advertised. Yarra City Council agrees with the need for waste and recycling Standards and welcome the improvement and clarity a consistent approach will provide for the community.

The Discussion Paper released by DELWP, has however raised some issues that will be a concern for Yarra and our community.

The key issues and areas of concern for Yarra, that have been identified within the *Paper* and the *Framework* are:

1. A proposed four-bin mandate for all properties that are provided with a kerbside waste collection.
   (a) It is clearly outlined within the Paper and the Framework that Council must provide bins for all properties that receive a waste service from Council (some exemptions may apply, though not widely available). This is not feasible for all households within inner Metropolitan Councils such as Yarra, that have many small confined single houses - some of which do not have any external area that would enable bin storage. When rolling out the Glass bin service within Yarra, which added a third bin to the household at the time, Council experienced considerable feedback from property owners who complained about lack of space to store bins. The requirement for an additional (4th) bin, will be problematic for numerous households.
   (b) It is outlined within the Paper that there is an opportunity for the community to apply for exemptions from a FOGO service. It is proposed that Council manage the exemption process. The criteria for exemption, or how this process will be established, has not been outlined in detail. Understanding these criteria and the accepted process will be essential for Council to effectively provide feedback.
2. The requirement ignores the complexity of Multi-Unit Development properties (MUDs), such as the Department of Families, Fairness and Housing, which do not have the necessary infrastructure to support a 4-stream service. These properties provide considerable challenges to manage within the existing framework due to the high level of contamination. Any Standards that require Councils to provide a 4-bin service to these properties should

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National Relay Service
TTY 133 677 then (03) 9205 5555

Languages
中文 9280 1937 Italiano 9280 1931 Tiếng Việt 9280 1939
العربية 9280 1930 Ελληνικά 9280 1934 Español 9280 1935 Other 9280 1940

also require the State Government to provide the infrastructure and support on site to facilitate this.

3. Properties that are serviced by commercial waste providers will not be obliged to meet the standards within the same timeframe, leading to an inequality and potentially delayed achievement of Circular Economy principles.
   (a) The standard that has been developed relates to all properties serviced by Council. Any properties that are serviced by private commercial contractors are not required to comply with the new standards.
   (b) The *Paper* and the *Framework* acknowledge that there are considerable challenges in ensuring compliance across all private service providers. However it is considered that the standard should be rolled out to all waste service providers to be fair and equitable.
   (c) There is no obvious basis for the inconsistent application of the Standards, based on who provides the service; and applying the Standards inconsistently is unlikely to deliver against the Circular Economy principles.
   (d) It is important that an inconsistent approach to the application of Standards does not encourage those able, to move to commercial collections to avoid being subject to the standards, thereby undermining the intent of the Circular Economy Policy.
4. The lack of clarity around timing of how and when the mandate will come in:
   (a) The *Paper* and the *Framework* outline that there will be a requirement for Councils to comply with the new Service Delivery Standards within a set timeframe. This timeframe has not been identified and is critical to understanding the ability and cost to comply.
   (b) Councils will be given a grace period of six to twelve months; however, this does not take into consideration the timeframes required to enable Council to identify budget implications and any impacts that the services changes will have on existing contracts and existing service delivery.
   (c) Current Legislation outlines that all Councils must provide access to a four-stream service by 2030. DELWP have recently advised that this date has been revised, without clarity of the new date for compliance. There is an urgent need for clarity on the timeframes. Any date must consider the ability for Council to develop an effective roll-out plan for a new service as well as enable budget and community engagement considerations to implement a successful service.
5. The penalties for Councils who are not able to fully comply with the mandate are significant and potentially unreasonable, and there is little clarify on how compliance will be monitored and enforced:
   (a) The Paper and the Framework outline that the CEO of Recycling Victoria have the ability to work with Councils to identify exemptions, however there will be no ability for an exemption for not providing a four-bin waste stream. The only exemptions that will be considered will be managed by Councils and will be in line with shared services for MUDs. This is not a sustainable model and will create issues for our community.
   (b) Community members will also be able to apply for exemptions in relation to FOGO if there is a clear alternate opportunity to separate this at source. The process and criteria for exemptions and how this is to be managed requires clarification.
   (c) The potential penalty for any inability to comply with the standards will incur a 500-point fine which is currently approximately $96,000. This does not appear fair and reasonable given the nature of how Council delivers this service.
   (d) The Discussion Paper provides no information on how the Standards will be monitored and enforced – meaning Councils are unable to comment in any meaningful way on this element.

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6. The short timeframe provided by DELWP for community consultation on this Discussion Paper.
   (a) The Paper and the Framework have been pushed out by DELWP allowing a four-week consultation paper. They have identified that this is a Discussion Paper only and that Council and the Community will have further opportunity to provide feedback in 2023.
   (b) When DELWP have been approached to request an extension to enable Council have time for meaningful consideration, DELWP has responded to say that their focus is to have the feedback complete prior to entering caretaker period for State elections.
   (c) This timeframe does not enable Council to have meaningful engagement on this Discussion Paper.
7. The Discussion Paper provides a standard list of materials which will be accepted in each of the four bins. This is supported in principle, as it will provide the community with consistency and a much better understanding of how to manage their waste streams. Whilst these lists have been provided, DELWP are not seeking feedback on this content at this time. It is critical Councils and other stakeholders (community, processors etc) have the opportunity to inform this prior to implementation.
8. There is an onus on Councils to ensure the community minimise contamination within each waste stream. Should Council not manage these waste streams effectively there will be penalties under the proposed Framework. Whilst Yarra Council supports the need to minimise contamination and to maximise resource recovery, further work is required in this area to ensure Councils are not held to an unreasonable standard – particularly for things outside their control. It is difficult to quantify how Council will manage this requirement, and it is noted this could be quite resource intensive.
9. The MAV have written to all Councils for feedback on a draft submission that they will make on behalf of all members. The MAV's position has always been that councils should retain the autonomy to determine the best service model for their area, in consultation with their communities. Yarra City Council supports this position.
10. Whilst Yarra Council supports the principles of the Victorian Governments Circular Economy Policy and the intent to reduce waste to landfill and acknowledges that separating the material into distinct streams will assist with resource recovery, more information on how the Standards will be applied, the mechanisms for exemptions and the support to be provided to Councils to implement the change is required before Council can provide a definitive response on the proposed Service Standards.

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8.7 PPE22/0190 - Fitzroy Gasworks - 111 Queens Parade, North Fitzroy

Executive Summary

Purpose

This report provides Council with an assessment of a planning application to be considered by the Department of Environment, Land, Water and Planning (the 'DELWP') for a planning permit for Parcel A located in the south west corner of the former Fitzroy Gasworks site.

Th application seeks approval for the construction of two buildings for dwellings and food and drinks premises and a reduction in the car parking requirement and altered access to a road in a Transport Zone 2 at No. 111 Queens Parade, North Fitzroy.

The DELWP is seeking Council's comments in relation to this application that is subject to a review against the Fitzroy Gasworks Development Plan (the 'DP') for 433 Smith Street, North Fitzroy (endorsed by the Minister for Planning on 6th September 2022).

Key Issues

The key issue for Council in considering the proposal relates to compliance with the approved development plan for the site.

Financial Implications

None

Recommendation

Summary of recommendations

(see full officer recommendations at the end of this report).

1. That the Council note:
   (a) the officer report and the application material in general accordance with the Fitzroy Gasworks Development Plan submitted by Development Victoria to the Department of Environment, Land, Water and Planning for consideration; and
   (b) the concerns expressed by Council officers on a number of elements as outlined in the report and various referrals.
2. That Council write to the Department of Environment, Land, Water and Planning making recommendations for conditions that can be included on any planning permit and outline a number of concerns with the quality of the proposed development.
3. That Council continue to advocate for further refinements and improvements to the Parcel A application being considered by the Minister for Planning.

8.7 PPE22/0190 - Fitzroy Gasworks - 111 Queens Parade, North Fitzroy

Reference	D22/247013
Author	John Theodosakis - Principal Planner
Authoriser	Director Planning and Place Making

Background and Purpose

1. The subject site is covered by Development Plan Overlay – Schedule 16 (DPO16) – 111 Queens Parade and 433 Smith Street, Fitzroy North (Former Fitzroy Gasworks). A Development Plan (DP) forms the basis for the consideration of any planning permit application on the subject site.
2. The site at 433 Smith Street (the site), Fitzroy North (also known as the 'Gasworks site') is bound by Alexandra Parade, Smith Street, Queen's Parade and Gore Street. Most of the site was occupied by the former Gas and Fuel land which has been managed by the Department Treasury & Finance (DTF) with the remainder of the site that was occupied by Council's Fitzroy Depot which was relocated in May 2019.
3. Development Victoria is delivering the redevelopment of the site on behalf of the State Government with some key outcomes being:
   (a) Approximately 1,200 apartments, 20 per cent of which will be affordable housing;
   (b) Flexible spaces at ground level, capable of accommodating Disability Accommodation, commercial, office and community uses;
   (c) A community facility to be developed in consultation with Council;
   (d) Most long term parking to be located underground;
   (e) Two bicycle spaces per dwelling;
   (f) Eight per cent of the site to be offered as public open space with additional communal space associated with residential development;
   (g) The historic Valve house to be retained and enhanced;
   (h) A 650-student senior high school to provide extra capacity for students from Collingwood College and Fitzroy High School;
   (i) A six court sports facility integrated with the school that caters for a range of sports;
   (j) A new accessible tram stop on Smith Street;
   (k) A new pedestrian crossing and traffic management works on Queens Parade; and
   (l) Relocation and restoration of the Porter Iron Store.
4. The site had been significantly contaminated and now has been remediated as required by a notice from the Environment Protection Authority (EPA).
5. The construction of the Wurun Senior Campus, the new senior school for Collingwood College and Fitzroy High School, was completed in January 2022.
6. Associated traffic works along Queens Parade to provide suitable access to the school was completed in early 2022.

7. Construction of the multi-purpose indoor sports centre has commenced, with completion estimated in early 2024. The centre will comprise of four multipurpose courts over two levels and a multi-purpose space and gymnasium which will integrate with the two additional courts provided within the school to provide a six court facility.

8. Development Victoria has been working on the DP over the past 3 years as required by the planning controls and the Development Plan Overlay Schedule 16 (DPO16).

9. Following community consultation in late 2021, Development Victoria submitted a draft DP to the Department Environment, Land, Water and Planning (DELWP) in February 2022.

10. Council has considered previous reports at meetings where it resolved to provide DELWP with suggested changes to the draft DP.

11. Since then, Council officers have continued to provide feedback to DELWP and Development Victoria to update the DP in line with the Council resolutions.

12. On 6 September 2022, DELWP advised Council that the Fitzroy Gasworks DP for 433 Smith Street, North Fitzroy was endorsed by the Minister for Planning (endorsed 6 September 2022) . The DP provides a concept plan and a framework for land use and development on the larger former Fitzroy Gasworks site. The DP divides the site into four (4) development 'parcels', namely Parcels A, B and C, and the school / education facility in the north-west. The current application before DELWP relates to Parcel A.

13. This report provides the DELWP with Council's position and provides recommendations and further requirements to be considered by the DELWP. The application before Council is incomplete and officers understand that DELWP has requested further information from Development Victoria (DV) which has not been provide to date. Council has been referred the application and an assessment has been made on the information available.

14. Parcel A is located within the south-west corner of the of the former Fitzroy Gasworks site. Figure 1 demonstrates the overall site, with the orange section highlighting Parcel A affected by the permit application made to the DELWP.



Figure 1: Fitzroy Gasworks Staging Plan with Parcel A identified in orange.

The Proposal

15. The application made to DELWP proposes the construction of two 'L' shaped residential buildings. The proposed buildings are located to the north and east of the former valve house at the south-west corner of the site, with Building M on the western boundary orientated to George Street , and Building L orientated to Alexandra Parade as identified at Figure 2 below.



Figure 2: Fitzroy Gasworks - Site Plan.

Use

16. The proposal seeks the construction of a total of 358 dwellings across the two building. In more detail

17. Building L

    (a) 120 Social Housing dwellings comprising:

        (i) 1-bedroom apartments – 48;

        (ii) 2-bedroom apartments – 60; and

        (iii) 3-bedroom apartments – 12.

    (b) At ground level a number of commercial uses are proposed including:

        (i) 204sqm medical centre orientated to Alexandra Parade

        (ii) 82sqm office internal to the site

        (iii) 106sqm café orientated to Gore Street and internal to the site.

18. Building M

    (a) 238 Build to Rent dwelling comprising

        (i) Studio apartments – 65;

        (ii) 1-bedroom apartments – 63;

        (iii) 2-bedroom apartments – 94; and

        (iv) 3-bedroom apartments – 16.

    (b) At ground level a number of commercial uses are proposed including:

(i) 186sqm Gym orientated internal to the site;

(ii) 133sqm co – working space orientated internal to the site; and

(iii) 130sqm cafe orientated to Gore Street and internal to the site.

Partial demolition – Valve House

19. A small flight of stairs, and hard paving directly abutting the eastern elevation of the valve house will be constructed providing access to the central open area proposed. The valve house will be maintained in its current condition and location with works limited to the removal of hazardous materials, the demolition of a return section of wall to the north of the valve house (as identified at Figure 3 below).

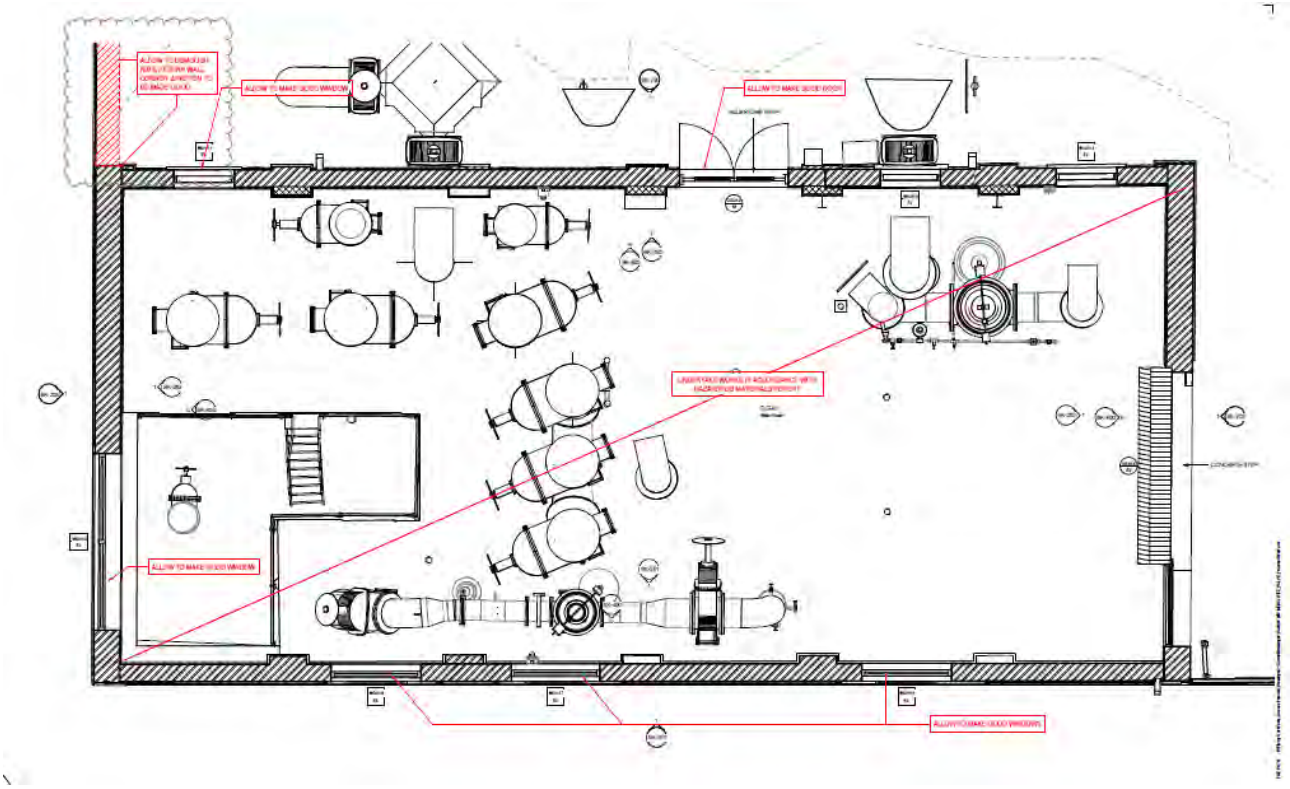


Figure 3: Ground Floor Demolition Plan

20. No use has been specified for the Valve House.

Basement

21. Two levels of basement carparks are proposed; these are located beneath the buildings and the open plaza, with a ramp providing vehicle access from the continuation of Gore Street to the east.

22. The car parking areas will contain the following;

(a) A total of 232 car parking spaces (with 76 car spaces allocated to Building L and 150 allocated to Building M and 6 car spaces allocated to the commercial uses);

(b) A total of 660 bicycle spaces (180 allocated to Building L and 480 allocated to Building M);

(c) Residential storage;

(d) 2 loading bays provided (with one located in the south-east corner of the lower basement of Building L and the other on the ground floor of Building M just south of the identified Southern Access Road to the north); and

(e) Retail and residential back of house services, including storage, plant and equipment.

Building L

23. At ground floor, Building L will be setback between 1.4m and 4.8m from Alexandra Parade and between 5m and 5.8m from Gore Street with the exception of pillars that will support the cantilevering floor levels above which are located almost to the title boundary. Public realm improvements will be undertaken that include new footpath and street tree planting.

Building L

(a) will range in height between 5-10 storeys with a maximum building height of RL58.6m (plant screen and light overrun that extends up to RL62.5m) or 35.1m above the natural ground level;

(b) All commercial uses and bike storage are located at ground level with two residential entries located to Alexandra Parade and Gore Street. All upper levels are occupied with dwellings; and

(c) a roof top communal open space area of 380sqm is proposed orientated to Alexandra Parade.



Figure 4: View of Building L from intersection of Gore Street and Alexandra Parade

Building M

24. At ground floor, Building M will be setback between 1.5m and 4.4m from George Street and generally constructed to the northern boundary. Public realm improvements will be undertaken that include new footpath widening and street tree planting. Building M:

(a) will range in height between 6-10 storeys with a maximum building height of RL58.6m (plant screen and light overrun that extends up to RL62m) or 35.6m above the natural ground level;

(b) Dwellings are oriented to George Street and part of the northern boundary with the remainder of the northern boundary occupied by services including a substation;

(c) All non-residential uses are oriented internal to the site with a single residential entry provided accessible from both George and Gore streets; and

(d) a roof top communal open space area of 460sqm is proposed orientated to George Street.



Figure 5: View of Building M from George Street

General

25. The towers will read as ten storeys in height, with increased setbacks from the former valve house to the upper levels. To Building L, a setback in the order of 20m from the valve house will be incorporated from level 5. A setback in the order of 16m will be incorporated into Building M from level 6. Building M will also be set back from the site boundary along George Street. Both buildings will also include inset balconies to the facades.

26. The site will incorporate an open plaza with a central open corridor on a diagonal axis from north-east to south-west of the site. This plaza will include soft and hard landscaping and provide an access route through the centre of Parcel A.

27. A site plan, demonstrating the surrounding streets and internal layout/connectivity of the development is provided at Figure 2. The ground floor plan below provides the particulars.

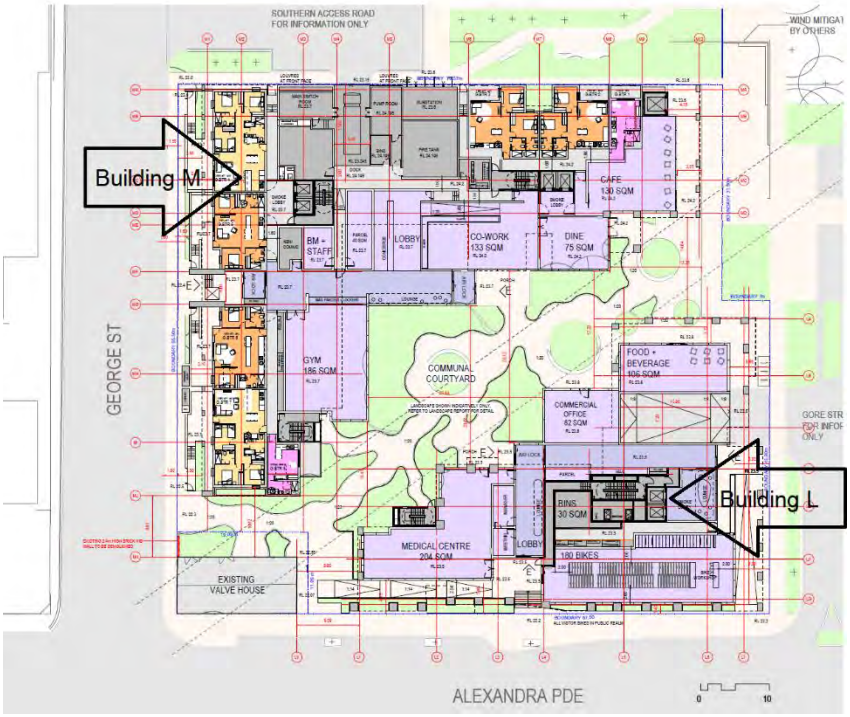


Figure 6: Proposed Ground Floor Plan

28. An image of the proposal, as viewed the George Street and Alexandra Parade intersection follows:



Figure 7: View of the development showing the two towers to either side of the valve house from the George Street and Alexandra Parade intersection.

Publicly Accessible Open Space

29. Parcel A proposes to be connected by courtyards and areas of publicly accessible open space to the broader spectrum of works anticipated by the DP. Specifically, Parcel A includes:

    (a) Widened pedestrian footpaths along George Street and street tree planning along Alexandra Parade; and



Figure 8: View of the George Street interface showing the entrance to Building M and public realm offerings.



Figure 9: View of the Alexandra Parade with public realm offerings

(b) Pedestrian plaza laneway that runs centrally between both buildings on a diagonal axis from north-east to south-west that will contain soft landscaping with textile inspired paving, planters, inclined turf panels for lounging, feature lighting, mounted garden beds with large trees, bicycle hoops, and further garden beds to support vines.

30. Approximately 1,366qsm, or just above 20% of the Parcel A site area (6,704sq.m.) proposes to be publicly accessible open space see Figures 10 and 11 below:



Figure 10: Incorporated landscaping and publicly accessible open space.



Figure 11: View from internal courtyard / plaza looking east.

Environment Sustainable Development commitments (primary)

(a) 5 Star Green Star certification for both Building L and M;

(b) Building L to be an average 7 Star NatHERS and Building M to be an average 7.5 Star NatHERS;

(c) Provision of solar arrays proposed: 40 kWp on Building M and 30 kWp on Building L;

(d) A minimum of 5,694m2 of roof, podium and terrace draining to a minimum 100,000 litre water tank;

(e) Energy efficient LED lighting at least 10% better than NCC minimum;

(f) Water efficient fixtures and fittings; and

(g) Rainwater to irrigate water efficient gardens.

Materials and Finishes

31. A medley of external cladding incorporating a variety panels will be applied to the walls in a random fashion containing the following super-imposed graphics at Figure 6.

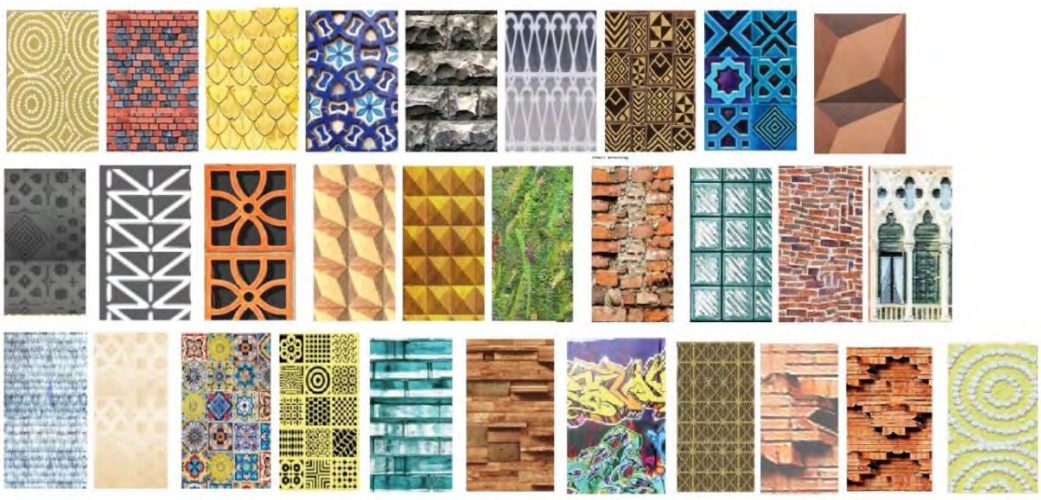


Figure 12: Images / graphics superimposed on panels that will be applied to the walls.

Existing Conditions

Subject Site

32. The former Fitzroy Gasworks and is located on the west side of Smith Street with frontages to Smith Street, Alexandra Parade, George Street and Queens Parade of approximately 272m, 193m, 135m and 283m, respectively. The overall site has an area of approximately 39,200sq.m.

33. Fitzroy Gasworks is currently largely occupied by vacant space, with several temporary warehouse style structures located throughout. In the northwest quarter of the overall site is the Wurun Senior Campus, which is a secondary campus for Collingwood College and Fitzroy High School.

34. The subject site of this current application before DELWP, is known as Parcel A, occupies the southwest corner of the overall site and is largely occupied by vacant open space, with a heritage building known as the Valve House occupying the southwest corner.

35. The subject site has frontage to Alexandra Parade and George Street of approximately 86m and 77m respectively, with an area of approximately 6,700sq.m.

36. Vehicle access to the subject site is currently available via a crossover located approximately midway along George Street.

37. Land use in the immediate vicinity of the site is mixed in nature, and includes residential properties in the north, and commercial uses in all other directions. Further afield, commercial and residential uses are located in all directions as well as several green open spaces such as Edinburgh Gardens, Darling Gardens, Smith Reserve and Reyes Park.



Figure 13: Site context with Parcel A identified in orange (extracted from p.8 of the Traffic Impact Assessment report prepared and authored by One Mile Grid dated 25 July 2022).

Certificates of title

38. Parcel A is identified as Crown Allotment 2025 Title Plan Volume No. 11831 and Folio No. 313.

Surrounding Land

39. The subject site is located in an area which includes lower scale residential, re-development areas, industrial uses, several arterial roads and two Activity Centres (Brunswick and Smith Streets). The proximity to these Major Activity Centres (MAC) ensures that the site has good access to a range of amenities and services.

40. To the north of Parcel A is the Fitzroy High School *Wurun* Senior Campus. The school occupies a contemporary, multi-level building, with a rooftop basketball court. The building reaches six storeys at its interface with Parcel A to the north.



Figure 14: Fitzroy High School *Wurun* Senior Campus looking north from George Street

41. To the west is George Street, which provides three traffic lanes running to the south, and a single traffic lane running to the north. Parallel on-street parking is provided on the western side of the road. Across George Street is a commercial area, occupied by a mix of uses, including an electrical supplies shop, an advertising studio, and a motorcycle shop.

42. Planning permit PLN17/1113 (81-89 Queens Parade, Fitzroy North) applies to land directly opposite the subject site and allows for:

    (a) *Construction of a mixed-use building, use part of the land for a residential hotel (serviced apartments), alterations of access to a Road Zone (category 1), reduction in the car parking requirements associated with a residential hotel (serviced apartments), supermarkets and offices.*

43. Construction has not commenced with the planning permit recently extended allowing commencement of the development by 22 October 2023.



Figure 15: East (George Street interface) elevation of development approved opposite

44. To the south is Alexandra Parade, a divided east-west road with a wide grassed median, providing three lanes in each direction. Parallel parking is available on both sides of the road. Beyond Alexandra Parade is a four-storey brick self-storage facility.

45. To the east of the site are Parcels B and C of the Fitzroy Gasworks. These parcels are to be redeveloped at a later stage. Both parcels are currently vacant.

46. Several public transport options are accessible within proximity to the subject site, including:

    (a) Tram Routes 86 (Bundoora RMIT – Waterfront City Docklands), 11 (West Preston – Victoria Harbour Docklands) and 96 (East Brunswick – St Kilda Beach);

    (b) Bus Routes 546 (Heidelberg Station, Melbourne University, Queen Victoria Marker via Clifton Hill and Carlton), 200 (City – Doncaster Shopping Centre) and 504 (Moonee Ponds – Clifton Hill via Brunswick); and

    (c) Trains (Hurstbridge and Mernda Lines).

47. Fitzroy Gasworks is also located in close proximity to key cycling routes, notably the main cycling route on Brunswick Street west of the site, which provides connections to the wider bicycle network.

Planning Scheme Provisions

Zoning

Clause 32.04 – Mixed Use Zone

48. For reference (noting that the DP takes precedence over policy within the Yarra Planning Scheme), the following uses are permit required uses under Clause 32.04-2 of the Yarra Planning Scheme:

    (a) Food and drink premises (as the leasable floor area exceeds 100sq.m.); and

    (b) Indoor recreation (gym) – innominate use.

49. The following uses are no planning permit required uses:

    (a) Dwelling;

    (b) Medical centre (as the gross floor area is less than 250sq.m.); and

    (c) Office (as the leasable floor area is less than 250sq.m.).

Overlays

Clause 43.01 - Heritage Overlay 211 – Cnr George Street – Alexandra Parade, North Fitzroy – Former Fitzroy Gas Works Valve House and Store.

50. The purpose of the Heritage Overlay is:

    (a) *To conserve and enhance heritage places of natural or cultural significance;*

    (b) *To conserve and enhance those elements which contribute to the significance of heritage places*

    (c) *To ensure that development does not adversely affect the significance of heritage places;*

    (d) *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will; and*

    (e) *demonstrably assist with the conservation of the significance of the heritage place.*

51. HO211 applies to the Former Fitzroy Gas Works Valve House and Store as shown at Figure 8, which is graded as 'individually significant' in the City of Yarra Review of Heritage Overlay Areas 2007, Appendix 8. A planning permit is required for demolition and alterations to the building.

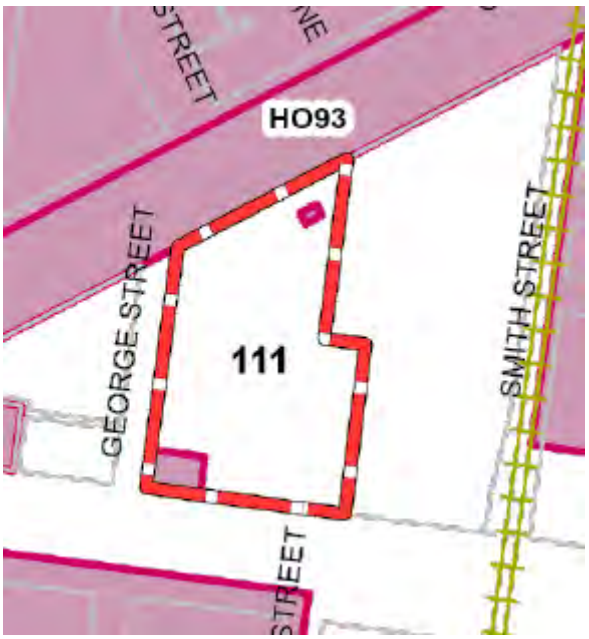


Figure 15: Heritage Overlay site coverage of valve house in the south-west and store in the north-east

Clause 43.02 - Design and Development Overlay (Schedule 2 – Main Roads and Boulevards) (DDO2)

52. The subject site is affected by the Design and Development Overlay (Schedule 2). This applies to the southern part of the subject site. This overlay applies to Main Roads and Boulevards in the City of Yarra, and has the following purpose:

    (a) *To recognise the importance of main roads to the image of the City;*

    (b) *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity;*

    (c) *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards;*

    (d) *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design;*

    (e) *To encourage high quality contemporary architecture;*

    (f) *To encourage urban design that provides for a high level of community safety and comfort;*

    (g) *To limit visual clutter; and*

    (h) *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

53. Under the DDO2, a planning permit is required to construct or carry out buildings and works. Decision guidelines are provided relating to the contribution of the building to the streetscape, and the design, height and visual bulk of the development in relation to surrounding developments and the built form character of the street.

Clause 43.04 - Development Plan Overlay (DPO) – Schedule 16

54. The purpose of the DPO is:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework;*

    (b) *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land; and*

    (c) *To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.*

55. Clause 43.04 of the Scheme states that a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority. In this instance the responsible authority is DELWP. *A permit granted must:*

    (a) Be generally in accordance with the development plan; and

    (b) Include any conditions or requirements specified in a schedule to this overlay.

56. The current Development Plan (DP) designates the site for both residential and other 'flexible uses', with ground floors to provide high ceilings to allow for "public-facing uses". These may include "retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms." Flexible uses are to include up to 50% communal residential uses, provided these are not for individual dwellings (P.39 of the DP which forms an attachment to this report).

57. The DP also sets out height controls and setbacks for the entire precinct. The Plan provides for a 10 storey parapet height (measuring between 33m-35m above the natural ground level) along the length of Alexandra Parade and Georges Street with a six storey adopted height (measuring up to 20m above the natural ground level) where interfacing the heritage Valve House. It also requires open space be provided in a courtyard at the centre of Parcel A (see Figure 16 below).

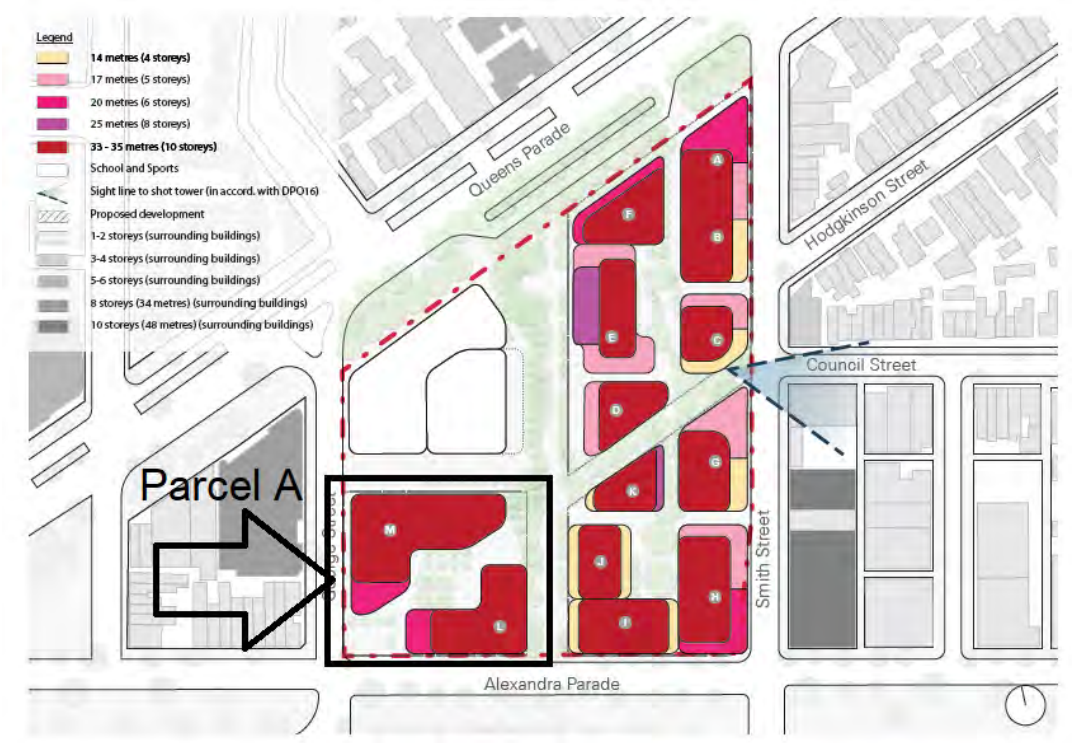


Figure 16: Development Plan –Indicate Height Diagram (extracted from p.53 of the DP).

Clause 44.05 - Special Building Overlay (SBO)

58. The Special Building Overlay (SBO) applies to an area at the western edge of the site.

    (a) *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority;*

    (b) *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity; and*

(c) *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*

59. A planning permit is required for buildings and works within the Special Building Overlay. A referral to Melbourne Water is required under Clause 44.05-6. Melbourne Water (MW) are a determining referral authority. DELWP being the RA, is responsible for referring this to MW.

Clause 45.03 - Environmental Audit Overlay (EAO)

60. The Environmental Audit Overlay (EAO) applies to the entirety of the site. The purpose of this overlay is "*to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination".*

61. Prior to a sensitive use commencing, the EAO requires that:

(a) A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or

(b) An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use.

62. Remediation of the Fitzroy Gasworks Precinct has commenced in accordance with the Environmental Protection Agency Victoria's Clean Up Notice (issued 2014). These works are anticipated to be completed by QTR 3, 2022 with a statement of Environmental Audit due shortly after. Any planning permit issued by DELWP will ensure compliance with the requisite EPA approvals.

Clause 45.06 – Development Contribution Plan Overlay – Schedule 1 (DCPO1)

63. A development contributions plan overlay applies to the subject site however the site is exempt from the requirement to make a development contribution as per Clause 4.0 of the DCPO1.

Clause 45.12 – Specific Controls Overlay – Schedule 4 (SCO4)

64. The Specific Controls Overlay, Schedule 4, specifies that the land must be used and developed in accordance with *Fitzroy Former Gasworks Site Incorporated Document, February 2018.* This specific control was to facilitate remediation of the site prior to redevelopment. This overlay is not relevant to the proposed use and development.

Relevant Planning Scheme Amendments

Amendment C269

65. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme (the Scheme) by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Strategic Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

66. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021.

67. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval in accordance with section 31(1) of the Act. As such, Amendment C269 is a seriously entertained planning policy and relevant to the consideration of this application.

68. The new clauses are largely reflected in current planning policy, which is generally not contradictory to the proposed re-write of Clauses 21 and 22. However, as this amendment is now a 'seriously entertained' planning proposal, a summary and brief assessment of the relevant policies to the proposal is provided in the table below. This assessment confirms that the proposal is consistent with the new policies.

Proposed C269 Local Policy reference	Brief Assessment
Clause 02.01-8 – Economic Development	The Fitzroy Gasworks is identified as a major regeneration area on the strategic framework plan of Clause 02.04 and is subject to the strategic directions of Clause 02.03
02.03-3 – Environmental Risks and Amenity (Climate Change)	Lead on environmental sustainability and seek to manage the long-term effects of climate change: Create a built environment that mitigates and adapts to climate change by: • *Directing growth to activity centres, major employment precincts, and employment land that is close to public transport;* • *Promoting land use and development that support a shift to sustainable modes of transport - walking, cycling and public transport; and* • *Supporting environmentally sustainable development.* The proposed development will appropriately locate a multi-storey development within the Fitzroy Gasworks identified for regeneration.
02.03- 5 – Housing	*Council supports the provision of additional and improved social housing (including pubic and affordable housing) to ensure residents in need of this type of accommodation area supported, and can live in easy access to essential services and nearby employment opportunities.* The site has been identified specifically for the purpose of delivering housing to Melbourne in an ideal location that is service rich.
Clause 02.04 – Strategic Framework Plan	The Site is formally identified as being located within the former Gasworks site in North Fitzroy.
Clause 13.07-1L – Interfaces and Amenity	The policy aspirations of this clause is addressed under the off-site amenity and on-site amenity within the Assessment section of this report.
Clause 15.01-1L – Urban Design	Built form and design is discussed extensively in the officer assessment.
Clause 15.01-2L – Building Design	Built form and design is discussed extensively in the officer assessment.
Clause 15.02-1L – Environmentally Sustainable Development	ESD is discussed in the officer assessment.

Clause 17.01-1L – Employment	The proposal features cafes, a medical centre and office spaces that will support employments opportunities within the former Fitzroy Gasworks area.
Clause 18.02-1L – Sustainable Transport	The provision of extensive bicycle facilities and some reduction of car parking will ensure this policy is met.
Clause 18.02-4L – Car Parking	The proposal seeks a reduction of the car parking requirements to reduce reliance on private vehicle usage.
Clause 19.03-2L – Infrastructure Contributions	The proposal includes upgrades to the public realm adjacent the Site and recommendations for further changes combined with a suite of conditions will assist the delivery of these upgrades
Clause 19.03-3L – WSUD	The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan. Implementation is required by condition.
Clause 19.03-5L – Waste	Waste management is discussed in the assessment section below and addressed via a Waste Management Plan that will be implemented by condition.

Particular Provisions

Clause 52.06- Car parking

69. Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Social Housing (SH)				
One-Bedroom Dwelling	48	1.0 space per dwelling	48	76
Two-Bedroom Dwelling	60	1.0 space per dwelling	60	
Three-Bedroom Dwelling	12	2.0 spaces per dwelling	24	
Built to Rent (BTR)				
One-Bedroom Dwelling	128	1.0 space per dwelling	128	150

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Social Housing (SH)				
Two-Bedroom Dwelling	94	1.0 space per dwelling	94	
Three-Bedroom Dwelling	16	2.0 spaces per dwelling	32	
Commercial				
Office	82 m^2	3.0 spaces per 100 m^2 of net floor area	1	1
Medical Centre	204 m^2	3.5 spaces per 100 m^2 of leasable floor area	7	3
Food and Drink	106 m^2	3.5 spaces per 100 m^2 of leasable floor area	3	1
Café (Food and Drink)	130 m^2	3.5 spaces per 100 m^2 of leasable floor area	4	1
Indoor recreation (gym)	186 m^2	Rate Not Specified in Clause 52.06-5	To the satisfaction of the R.A.	0
		Total	**401 spaces**	**232 spaces**

Clause 52.34 - Bicycle facilities

70. Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land. The following table identifies the bicycle parking requirement under Clause 52.34-3 and the provision on site.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	330 dwellings (1 + 2 bedroom) 28 dwellings (3+ bedroom)	Provide two bicycle spaces per dwelling	736 spaces	656 spaces Social: 180 BTR: 476

Medical centre	4 practitioners	1 employee space to each 8 practitioners	1 employee spaces	4 spaces (employee) 20 spaces (visitor)
		1 visitor space to each 4 practitioners	0 visitor spaces.	
Office (other than specified in the table)	190 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**737 resident / employee spaces**	**660 resident / employee spaces**
			? visitor spaces	**20 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

71. The development provides a total of 57 fewer resident/employee spaces below the requirements of the Scheme based on Officer calculations. The applicant has also not specified numbers of spaces broken down between visitor and resident bicycle parking for the 'build to rent' component of dwellings.

Clause 53.18 – Stormwater Management in Urban Development

72. This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

    (a) *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6; and*

    (b) *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

Clause 65.01 – Approval of an Application or Plan

73. This clause lists the requirements the responsible authority must consider (as appropriate) when deciding on an application.

Clause 66 – Referral and Notice Provisions

74. Clause 66.02 and Clause 66.03 identify referral requirements and authorities. Relevant to this application:

    (a) An application to construct a building for a residential development comprising 60 or more dwellings on a lot will be referred to the Head, Transport for Victoria (determining referral authority); and

    (b) An application to create or alter access to land adjacent to a declared road will be referred to the Head, Transport for Victoria (determining referral authority).

75. The above requirements are required to be carried out by DELWP.

<u>Planning Policy Framework (PPF)</u>

76. The former Fitzroy Gasworks is the subject of an approved DP by the Minister for Planning and it is therefore considered that the requirements of the PPF within the Scheme have informed the preparation of this document.

Local Planning Policy Framework (LPPF)

Municipal Strategic Statement (MSS)

77. The former Fitzroy Gasworks is the subject of an approved DP by the Minister for Planning and it is therefore considered that the requirements of the MSS and LPPF within the Scheme have also informed the preparation of this document.

Relevant Local Policies

78. There are no relevant local policies relevant to the assessment of this application. Building footprints, heights and design elements have been incorporated into the framework of the DP and any new development on the subject parcel of land must be generally in accordance with those. The purpose of this report is to inform Council's response to DELWP who is the RA of the subject site.

Referrals

External Referrals

79. No external referrals were required by the application.

Internal Referrals

80. The application was referred to the following units within Council:

    (a) Strategic Planning (with particular emphasis on the Social Housing aspect);

    (b) Heritage Advisor;

    (c) Urban Designer (external consultant, Simon McPherson of Global South Pty. Ltd.);

    (d) Urban Design Unit (with regard to public realm and open space design);

    (e) ESD Advisor;

    (f) Wind (external consultants Eric Yuen and Zhuyun Xu of Vipac Engineers and Scientists Pty. Ltd.);

    (g) Acoustic consultant (external consultant Dianne Williams of SLR Consulting Australia Pty. Ltd.);

    (h) Open Space (landscaping);

    (i) City Works Branch (Waste);

    (j) Engineering Services Unit; and

    (k) Strategic Transport Unit.

81. Referral responses/comments have been included as attachments to this report.

OFFICER ASSESSMENT

82. The primary consideration for this referral is its consistency with the DP with an emphasis on the referral comments provided (forming an attachment to this report) with particular regard to:

    (a) Consistency with the DP;

    (b) Land Use and Provision of Affordable Housing;

    (c) Built form - Heritage and Urban Design;

    (d) Better Apartments Design Standards (BADS) (including ESD and Wind);

    (e) Microclimate – overshadowing, noise and wind; and

    (f) Car parking, traffic, access, bicycle parking and loading / unloading.

Consistency with the DP

83. As outlined within the permit triggers, pursuant to the Development Plan Overlay, a permit granted must be *'generally in accordance'* with the approved development plan. Therefore, in assessing the current application it is necessary to consider whether the proposal is 'generally in accordance' with the Fitzroy Gasworks Development Plan.

84. What constitutes 'generally in accordance' has been explored within the decision of Fabcot Pty Ltd v Whittlesea CC [2014] VCAT 600 at paragraph 34:

    (a) *'Generally in accordance' is a question to be judged on the facts and circumstances of each case;*

    (b) *The less precision there is in the primary document/s, the more flexibility is given by the phrase 'generally in accordance';*

    (c) *'Generally in accordance' does not require the proposed development to be identical to that described in the development plan or incorporated plan; and*

    (d) *It is appropriate to read the development plan or incorporated plan as a whole when making this assessment, and to have regard to the objectives, responses and plans comprise the approved plan.*

85. The Fitzroy Gasworks Development Plan contains varying degrees of detail guiding future development of the wider site, including a mixture of "mandatory" controls and "preferred" provisions (discretionary).

86. As illustrated in the image below, all height controls are expressed as preferred heights.

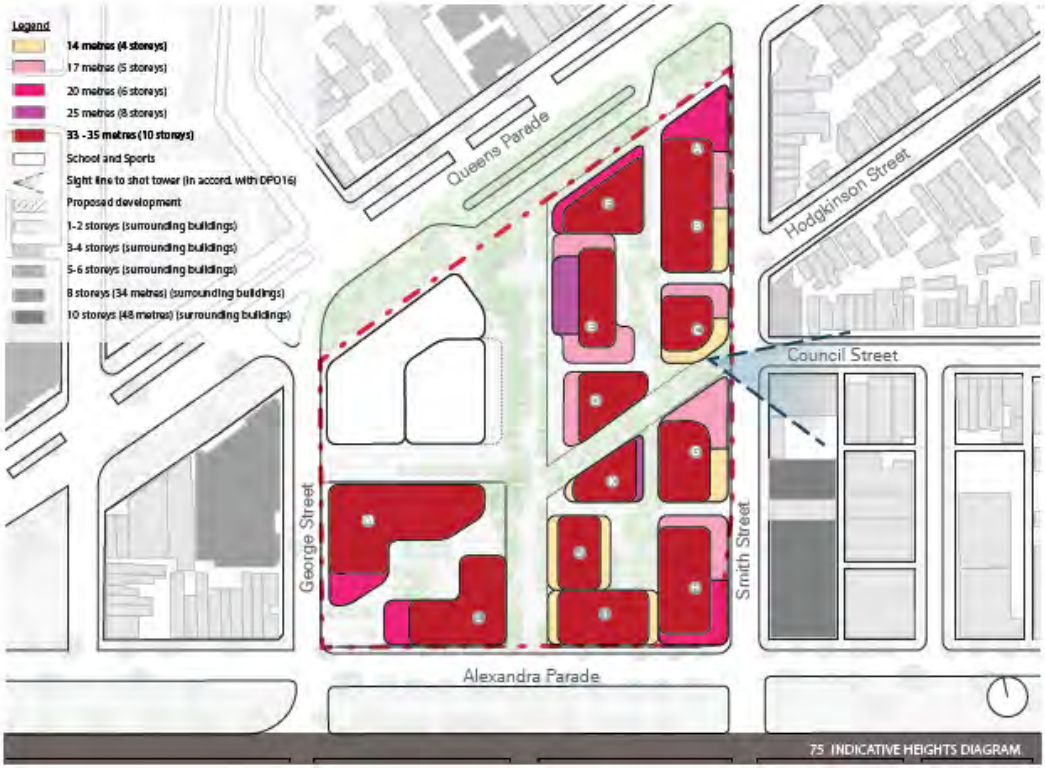


Figure 17 – Preferred building height detailed within the DP

87. As will be explored within the following assessment of the DP, departures from the design guidelines are limited to:

    (a) A shortfall of affordable housing;

    (b) Building heights (albeit not substantially);

    (c) Ground level setbacks;

(d) Design response in terms of the anticipated materials schedule (which is considered to be a significant departure from that depicted within the DP);

(e) Non compliances with Better Apartments Design Standards for affordable housing; and

(f) The mix of dwellings with the number of studios exceeding the anticipated typology.

While some matters can be addressed via conditions, a number of issues remain outstanding and are required to be addressed prior to the issue of a planning permit.

Land Use and Provision of Affordable Housing

88. The endorsed DP has already established a position of strategic support for the redevelopment of the site. The site has undergone significant changes with the clearance of the land, decontamination and remediation works, and the school constructed in the north west. There is strong state policy support for increased density in this area including provision of affordable housing which is referenced within the DP:

(a) Section1.4.5 (Provision of the Affordable Housing) of the DP states that *20% of dwellings (or equivalent) will be Affordable Housing. In response to the high and growing percentage of lone-person and couple without children households across the City of Yarra, a mix of studios, 1, 2 and 3 bedroom dwellings should be provided. This dwelling mix would be expected to cater towards a diversity of household structures including singles, couples, small families and share houses*

89. In delivering this, the DP requires design principles to be met that include public realm benefits, the activation of ground floor interfaces, compliance with the Better Apartments Design Standards.

Land Uses

90. Ground floor commercial uses are encouraged by the DP which designates areas within Building M for flexible uses which are highlighted as potentially including retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms (Section 5.1). The proposed commercial uses are consistent with the overall objectives of the DP and can therefore be supported. As previously detailed the food and drinks premises (café) and the ground floor gym are permit required and subject to further consideration.

Food and drink premises (café)

91. Food and drink premises are provided at the ground floors of each building, with up to 106sq.m. provided at the ground floor of Building L and 130sq.m. at the ground floor of Building M. The application material is silent on the hours and patron numbers of these areas and conditions will address these elements. Council's external acoustic advisor has also advised that if the facilities are proposed to operate during the night period, or to play music externally during the evening or night periods, they should be required to submit an acoustic report addressing noise impacts. This will also be addressed by way of condition.

Ground floor gym

92. A gym of 186sq.m. is provided within Building M and it is uncertain whether this will be limited to the tenants of the building or open to the public. The application materials is also silent on the hours of operation and a condition will address this. Council's external acoustic advisor has also provided the following measures that will be included as conditions for an amended acoustic report:

(a) If operated commercially, noise from the gym should be designed to comply with the guideline levels presented in the 'Association of Australasian Acoustical Consultants Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities'. The guideline includes the requirement for impact generated noise to apartments to not exceed:

(i) Day: LAFmax(31.5 Hz to 250 Hz) ≤ 35 dBA;

(ii) Evening: LAFmax(31.5 Hz to 250 Hz) ≤ 30 dBA; and

(iii) Night: LAFmax(31.5 Hz to 250 Hz) ≤ 25 dBA; and

(b) For gyms managed by the Owners Corporation, practical measures should be put in place to minimise impacts, and operational controls implemented as required to address residual impacts. The operational controls may include restrictions to the times of operation of the gym, and/or to the types of activities undertaken within it. It is considered reasonable for these controls to be implemented by the Owners Corporation on a needs basis.

Social and affordable housing

93. In assessing this component of the application it is important to recognise that dwellings do not require a planning permit in the zone. The DP places emphasis on the provision of new housing on a site in a location well serviced by transport, jobs and amenities.

94. With regard to the delivery of affordable housing, Section 7.1 of the DP requires a targeted delivery of 20% of dwellings within the Gasworks Precinct to be affordable (as defined by the *Planning and Environment Act 1987)*.

95. In response, the proposed development includes 120 social housing dwellings to be developed for Homes Victoria (Building L) and 30% of dwellings in Building M that will be managed as affordable rental accommodation (i.e. the BTR). The application is accompanied by an Affordable Housing Report prepared and authored by Development Victoria (DV) and dated 29 July 2022. This report was peer reviewed by Council's Social Planner who was supportive of the delivery method anticipated for the affordable housing, but identified the following concerns:

96. In relation to the social housing component:

    (a) The lack of any evidence of a grant funding application or agreement that would provide more certainty and comfort that the proposal for social housing will proceed; and

    (b) The lack of clarification of ongoing ownership of Building L and the land it is built on and whether control by the Director of Housing for its long-term ownership or whether it could include an interest lodged on title by the Director of Housing and a transfer to a Registered Housing Agency in the future.

97. A condition of permit will seek clarification of the ownership and tenure of the social housing and seek confirmation that this will be provided in perpetuity.

98. In relation to the BTR component:

    (a) The provision of 71 affordable build to rent dwellings in Parcel A is indicated to be 6% of the total precinct dwellings, however, 6% equates to 72 dwellings, therefore creating a shortfall of one affordable build to rent dwelling;

    (b) The omission of any details relating to the method to appoint the Operator of the Build to Rent dwellings whilst ensuring that the same level of service is delivered to residents of affordable housing dwellings as that of private residents;

    (c) The lack of commitment to excluding procedures and policies that are burdensome and/or contain invasive requirements to validate ongoing eligibility of a resident;

    (d) The social housing dwellings within the broader development will likely benefit people experiencing homelessness and lower income renters, however, the build to rent dwellings will likely offer minimal benefit to these cohorts due to the income range targeted (i.e. being that of a moderate income);

(e) It has been identified that the percentage of studio apartments, being 27% of the overall dwelling mix, has increased from the proposal of 20% outlined in the Affordable Housing Report Draft for Consultation dated 20 April 2022. Furthermore, the proposed 27% exceeds the target of no more than 25% of dwellings to be studio apartments included in the DP as indicated at p.64. Council's Social Planner has raised this as a concern and has indicated that the dwelling not be skewed towards studio and one-bedroom apartments and recommended that typology diversity targets be met;

(f) A long-term commitment for 30% affordable housing dwellings in this model is supported and increasing the term from 15 years to 20-25 years is encouraged; and

(g) To assist Council to engage in future discussions with private developers, an annual reports on this build to rent pilot program should be delivered that demonstrates the effectiveness of management policies and procedures, the approach to annual monitoring of resident eligibility and where improvements to these procedures have been identified.

99. The above items will be included as conditions on any planning permit requiring an updated / amended Affordable Housing Report that addresses the above listed items as well as requiring a S173 Agreement be entered into to secure the tenure for the affordable housing.

Built form: Heritage and Urban Design

100. The DP provides the following built form vision for Parcel A precinct with an associated indicative material palette at p.58 of the DP:

6.2 Parcel Visions

6.2.1 Parcel A

Parcel A is located to the south-west corner of the precinct and has a frontage to Alexandra Parade and George Street. Its identity will draw on the character of Fitzroy and Collingwood. The retention of the historic Valve House and the robustness of the architectural language and materials speaks of the industrial heritage of these neighbourhoods. The materials and character of Parcel A will be honest and robust, providing a background that highlight the neighbourhoods industrial and creative history.

Northern and eastern entryways to this precinct should reference the industrial framing that provides moments for urban greening. Western and southern entryways to this precinct should reference the former brick wall that ran along Alexandra Parade and George Streets, but provide contemporary cuts and openings or breeze blocks to allow glimpses of the activity inside.

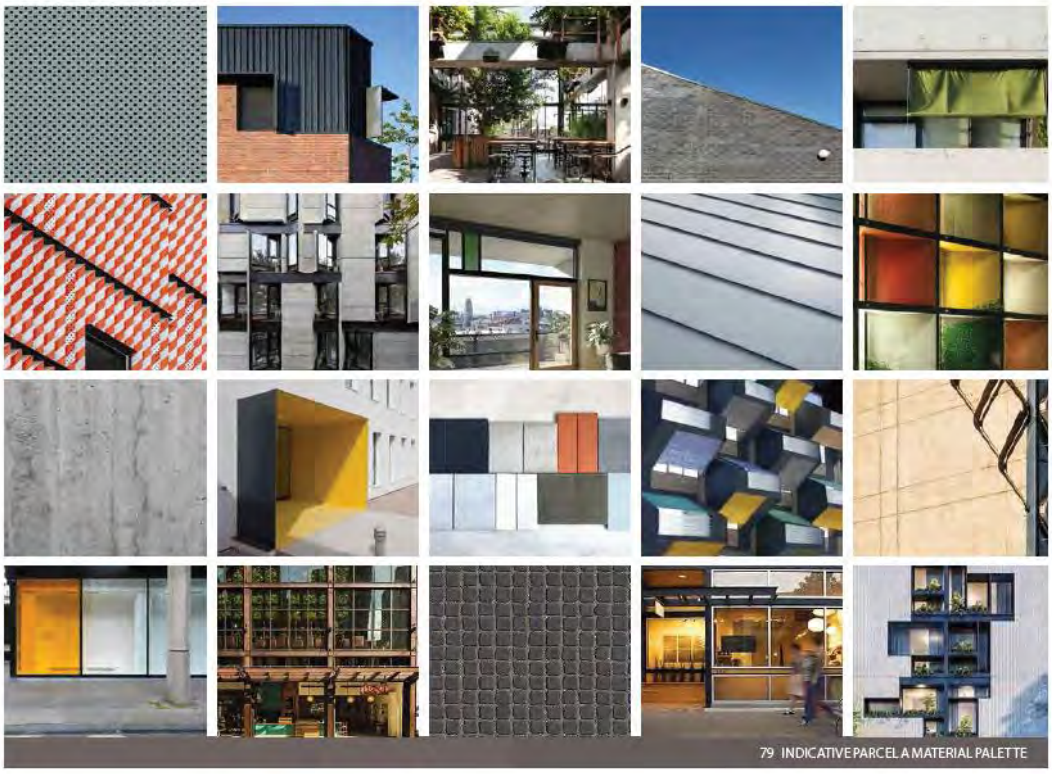


Figure 18: Extract from approved Development Plan – Vision statement for Parcel A and indicated palette of materials (extracted from p.58 of the DP).

101. The DP provides a design response for Parcel A that includes two buildings of up to ten storeys and a north-east to south-west green spine or as previously identified, a plaza. The proposed site layout for Parcel A correlates with that shown in the DP, providing a publicly accessible central courtyard flanked by buildings of 10 storeys. This is consistent with the site layout identified within the Urban Analysis and Design Response Report dated July 2022 at Figure 19 below.



Figure 19: Proposed Site Layout - Extracted from p.27 of the Urban Analysis and Design Response Report dated July 2022.

102. More specifically, Section 6.1 of the DP outlines the building heights and setbacks for this precinct as outline in Figure 20 below:

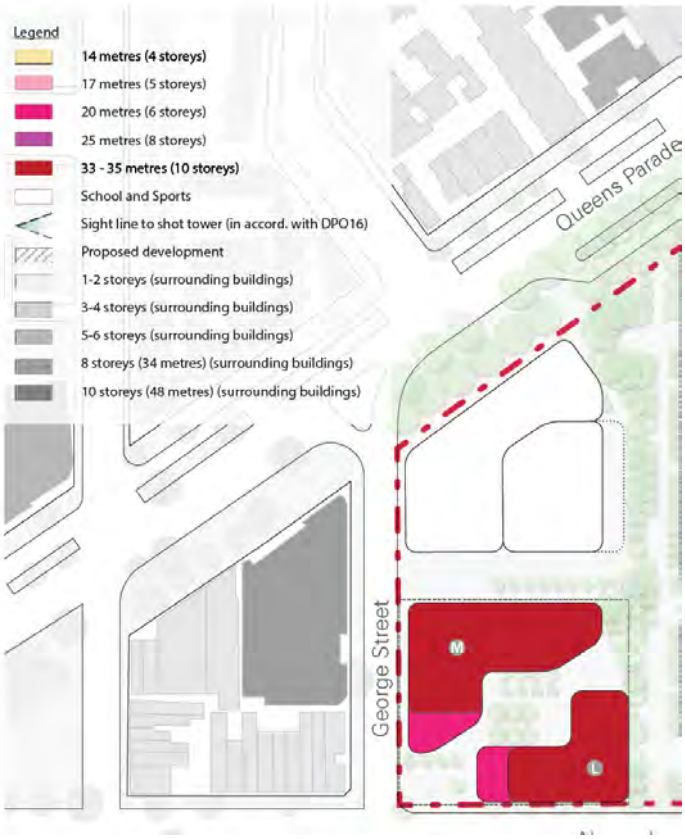


Figure 20: Extracted from p.53 of the DP – Indicative Heights diagram with emphasis on Parcel A.

103. The rationale for these indicative heights, seeks to lower built form where opposite the valve house, limiting building height to between 5 and 6 storey scale (20m above the natural ground level) (i.e. bright pink portion) before stepping up to a 10 storey scale (red portion) in the order of 33m – 35m in height.

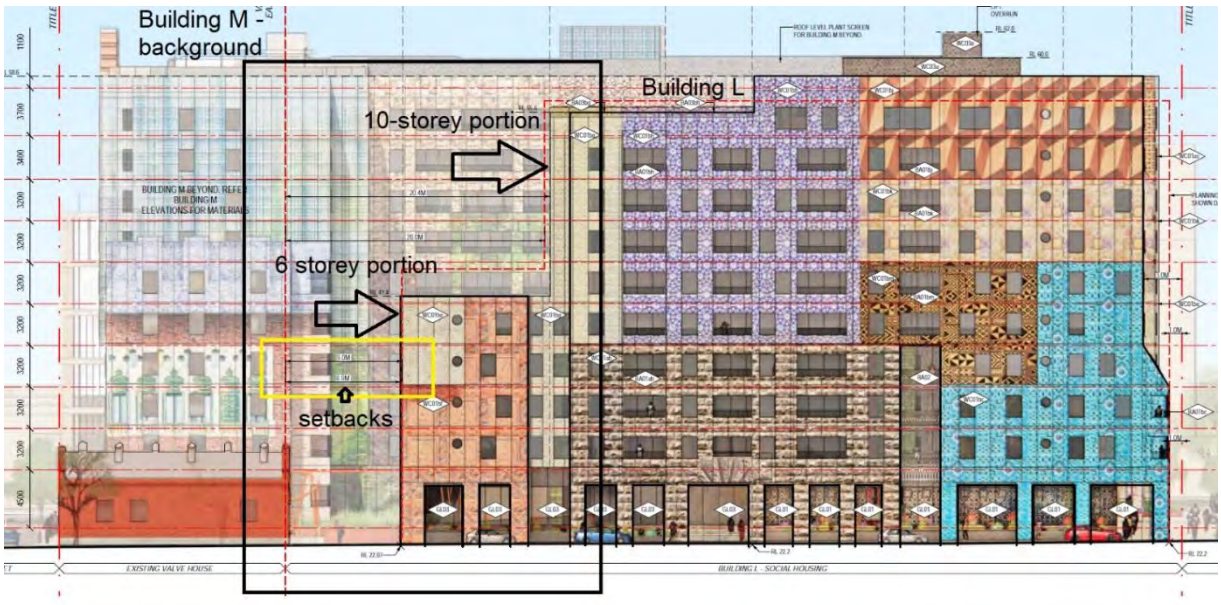


Figure 21: Southern Elevation of Building L – facing Alexandra Parade.

104. In response to building height, the adopted building heights proposed by the application (see Figure 21), show the RL of Building L is 41.4 (translating to a height of 19.3m above the natural ground level) to the highest point of the fifth storey parapet where opposite the valve house, with a maximum RL of 58.6 (translating to a height of 36.4m above the natural ground level) to the highest point of the ten-storey parapet.

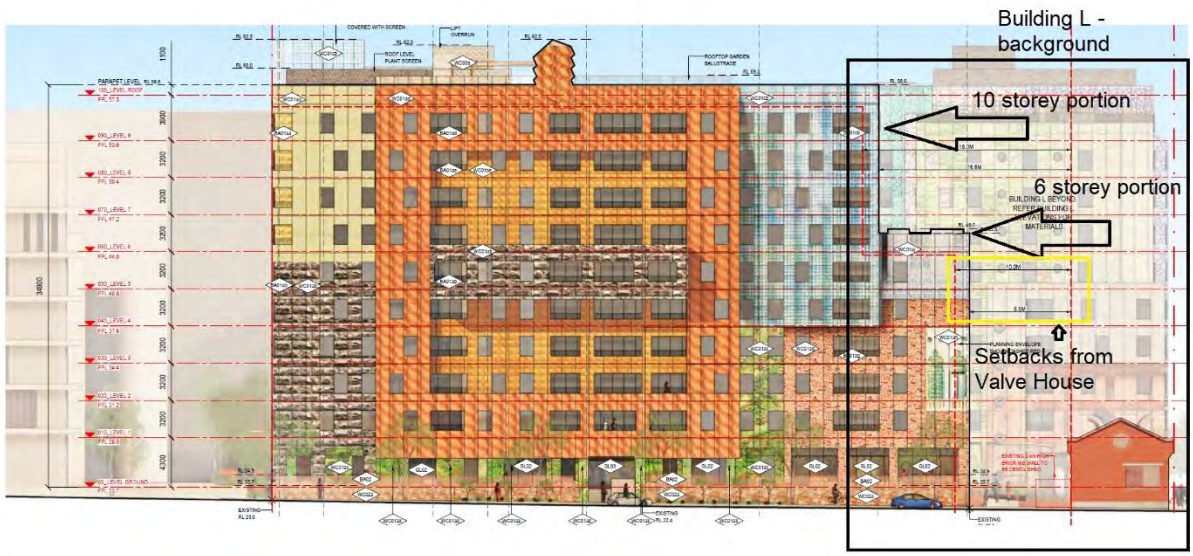


Figure 22: Western Elevation of Building M – facing George Street.

105. The RL of Building M is 45.7 (translating to a height of 23.2m above the natural ground level) to the highest point of the sixth storey parapet where opposite the valve house, with a maximum RL of 58.6 (translating to a height of 36.1m above the natural ground level) to the highest point of the ten-storey parapet.

106. The 10 storey buildings opposite the valve house, include setback that range between 8.9m and 10.1m (see Figure 23 below) at ground level increasing to 16.7m to the north (i.e. to Building M) to 20.3 to the east (i.e. Building L) at the upper levels.

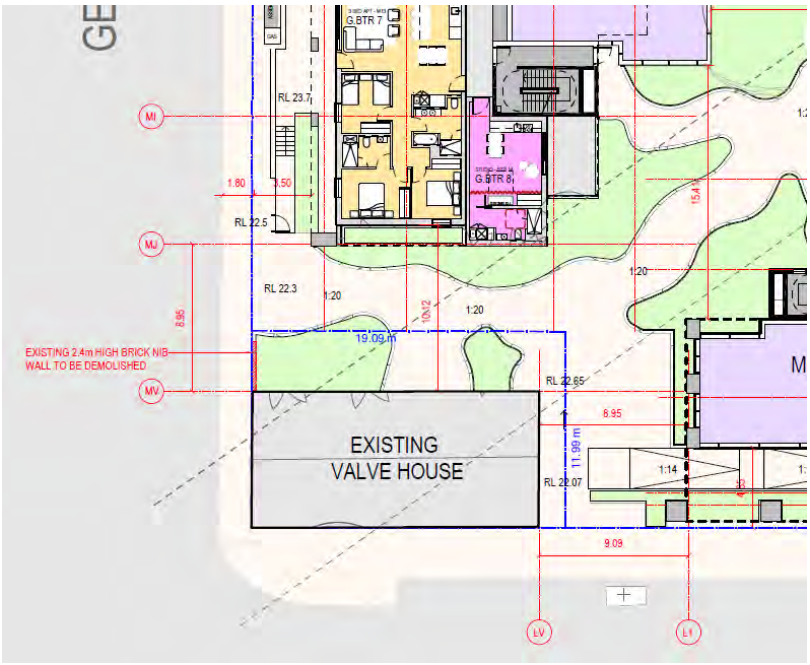


Figure 23: Extracted from the Ground Floor Plan – to emphasise the minimum separation of the towers from the valve house.

107. The heights of the buildings was reviewed by Council's external urban design consultant Simon McPherson of Global South Pty. Ltd, who supports this aspect of the proposal noting that the building heights adopted and the upper-level setbacks are closely aligned with the requirements of the DP.

108. Council's Heritage Advisor considered the setbacks of the two new buildings from the former valve house and the overall buildings height as being generally in accordance with the approved DP. The setbacks adopted are considered to provide a reasonable separation between the existing and proposed buildings that allow the setting of the heritage building to remain free of new built forms. The views of the former valve house have also historically been from Alexandra Parade and to a lesser degree from George Street and the setbacks of the two new buildings will ensure that the key historic viewing locations from the west and the south will be maintained.

109. Council's heritage Advisor has also confirmed that the new built form wont impact on the broader heritage context of the area due to the site's isolated position and buffer points provided by the surrounding street network.

110. Within the area of the heritage overlay (i.e. of the valve house and its immediate surrounds), it is proposed to install new areas of hard and soft landscaping. The landscaping to the north of the valve house will comprise of an area of hard paving with a small incline towards the open central area of the site. Directly abutting the northern elevation of the valve house, two areas of soft landscaping with retaining walls will be constructed, with three small trees planted in the soft landscaping, surrounding the existing external pipework.

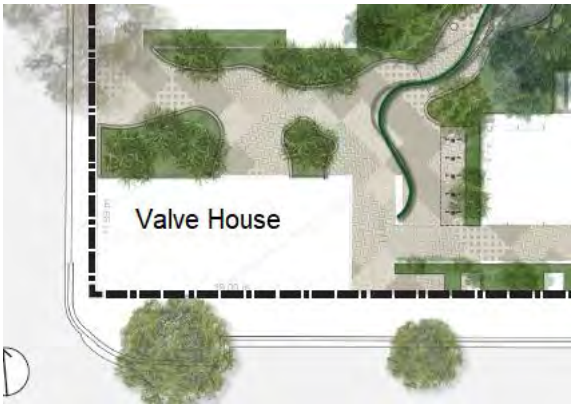


Figure 24: Extracted from p4 of the Town Planning Landscape Report –landscaping around the perimeter of the valve house.

111. The landscaping to the east of the valve house will comprise of a pedestrian ramp providing access to the proposed adjacent south tower. A small flight of stairs, and hard paving directly abutting the eastern elevation of the valve house will be constructed providing access to the central open area. The valve house will be maintained in its current condition and location with works limited to the removal of hazardous materials and the demolition of the return section of wall to the north of the valve house. The existing pipework which is located on the exterior of the valve house will be retained.

112. Council's Heritage Advisor has also provided comments of support with regard to the partial demolition of the valve house and peripheral landscaping. The only recommendations offered by Council's Heritage Advisor relate to the provision of integrated lighting and the adoption of a creative interpretation within the proposed surrounds of the former valve house to amplify its significance these can be captured by conditions.

113. In addition to the above, Council's Principal Advisor for City Heritage has also provided a recommendation for the provision of a conservation management plan that relates to the valve house that addresses the following:

(a) Document all heritage values that make the place significant. Clearly identify significance attached to various elements of the place. Include a site map and building drawings and photos illustrating the same;

(b) Include the statement of significance for the place;

(c) Indicate the owner and manager of the place;

(d) Consider its historical, current and future uses;

(e) Consider all stakeholders and their roles in the management of the place (short and long term);

(f) Document the current physical condition of the place (including interior as well as exterior) along with photos/videos. Do not limit it to the building shell but also consider interior and the immediate area around that building that may impact the building. (For example for some buildings watering of trees and plants close to the building can result in rising damp, affecting the structure. So policies should be considered to provide protection against such impacts);

(g) Understand the current maintenance regime if there is one;

(h) Suggest conservation policies to be applied to protect and maintain the significance (Interior and exterior of the place and adjacent landscapes);

(i) Suggest current and future uses of the place (including its interior), in the short and long term. (You may consider to have a community consultation to see community's aspirations related to future use of the place);

(j) Suggest strategies (short and long term) through which the policies will be put into action and assign responsibilities;

(k) Suggest a regular (periodic) maintenance regime;

(l) Suggest a format for regular condition reporting/inspections; and

(m) Prepare an action plan (in consultation with the owner and manager of the place; and key stakeholders) and assign responsibilities so that the Conservation Management Plan does not remain a paper document but gets adopted, funded and implemented.

114. A number of the matters raised above can form conditions included on any permit.

Architectural Quality

115. Whilst the building footprint, mass, setbacks from the heritage building and heights of buildings L and M are acceptable and generally accord with the DP, the architectural quality is questioned because of the adopted façade design and applied materiality to each building. These aspects have been identified as the key issues by Council's external Urban Design consultant who has provided comments that are highly critical of these elements.

116. Council Officer's agree with these findings having expressed similar concerns to DV and DELWP. The application for textured, raw and real materials in lieu of panelling has always been a preference for Council Officers.

117. There is no doubt about the façade design of both buildings being visually distinctive. However, this does not guarantee a positive outcome or positive contribution to the public domain. Council's external Urban Design consultant has described this as "somewhat challenging aesthetically". Council officers agree with this statement that relates to the extensive application of external cladding incorporating a variety of panels with super-imposed graphics, some that are intended to resemble raw materials such as bluestone and masonry and others that include patterns.

118. The following comments have been provided by Council's external Urban Design consultant in relation to the façade design:

(a) *The conceptual underpinning as a patchwork of contextual references is accepted, although the actual local specificity of many of the employed patterns and textures is not clearly evident. Some of the patterns are strikingly bold, graphic and contemporary, and so may seem as abstractions of the context, or subtle visual references or cues (but not literal samples);*

(b) *Further, the discussion above identifies 'opportunities' (such as printing shadows and reflections) without committing to or specifying how these will be applied;*

(c) *Some aspects of the conceptual basis are not specific or local to this area, such as quilting for community building, although they may well be relevant to some parts of the local community. The design embraces artifice (by printing qualities that are not really there) and juxtaposition of bod graphic designs across expansive facades;*

(d) *Therefore, the façade approach is seen as a 'bringing together' of conceptual ideas and a new technology, rather than strictly 'embedded' in the local context;*

(e) *The evaluation of cost and performance aspects supporting lightweight cladding is also accepted, and it is understood that cost, constructability and durability are important factors for the proposed tenure types;*

(f) *Further, innovative approaches and technologies which address real challenges should be encouraged;*

(g) *The result is challenging, unusual and even confronting visually;*

(h) *However, I consider that the façade design approach presents considerable risk for these large and prominent buildings;*

(i) *The buildings could become 'recognised' as strange, silly or even ugly, and less 'real' and; less 'substantial' (of lower substance) than other buildings in the precinct or more broadly – and these qualities could become associated with the social housing component or rental stock generally;*

(j) *In my view, the 'patchwork' aspect is the most concerning aspect, more than the use of printed panel – it appears somewhat random and visually jarring;*

(k) *The Dandenong example referenced in the Design Response Report utilises a single printed texture which therefore 'reads' as a cohesive cladding material across the building, rather than a random patchwork of materials/designs;*

(l) *The use of printed building materials such as brickwork and stonework, on a very flat and smooth surface, is also concerning in its deliberate use of artifice. There are even printed ornate windows (where no windows exist)* – see Figure 25 below*:*

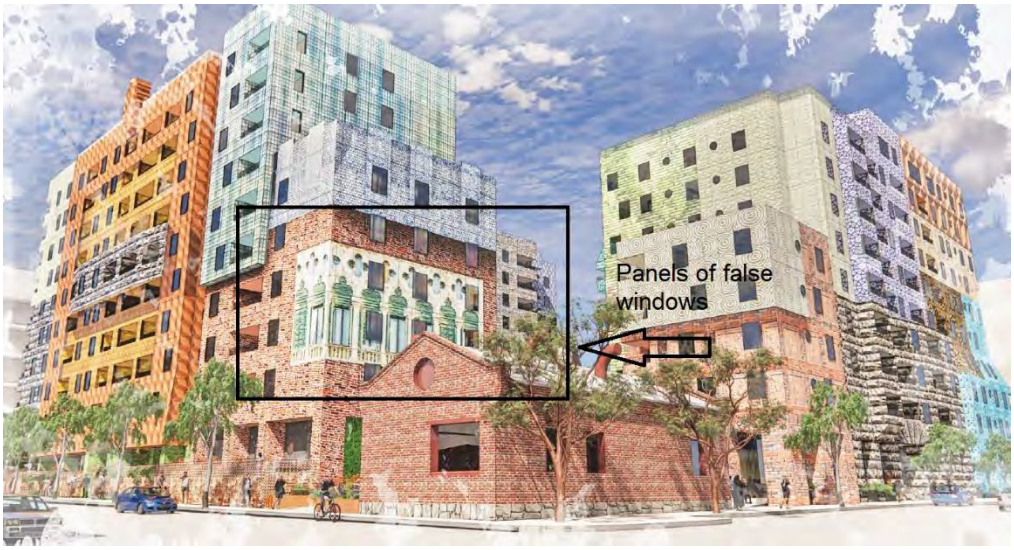


Figure 25: External view 04 identifying images of false windows extracted from Design Response Report.

(m) *The proposed digitally printed panels are applied throughout the buildings, including to the inside walls to balconies, reflecting a somewhat 'relentless' application of the same material;*

(n) *The windows, as a result, appear as unadorned 'punched' square openings. The detailed balcony drawing (Design Response Report, page 77) shows that the cladding is applied to the balustrades, and extends beyond the floor below to reveal its thinness, reinforcing it as a surface application rather than a solid, substantial material, as shown below* – See Figure 26 below:

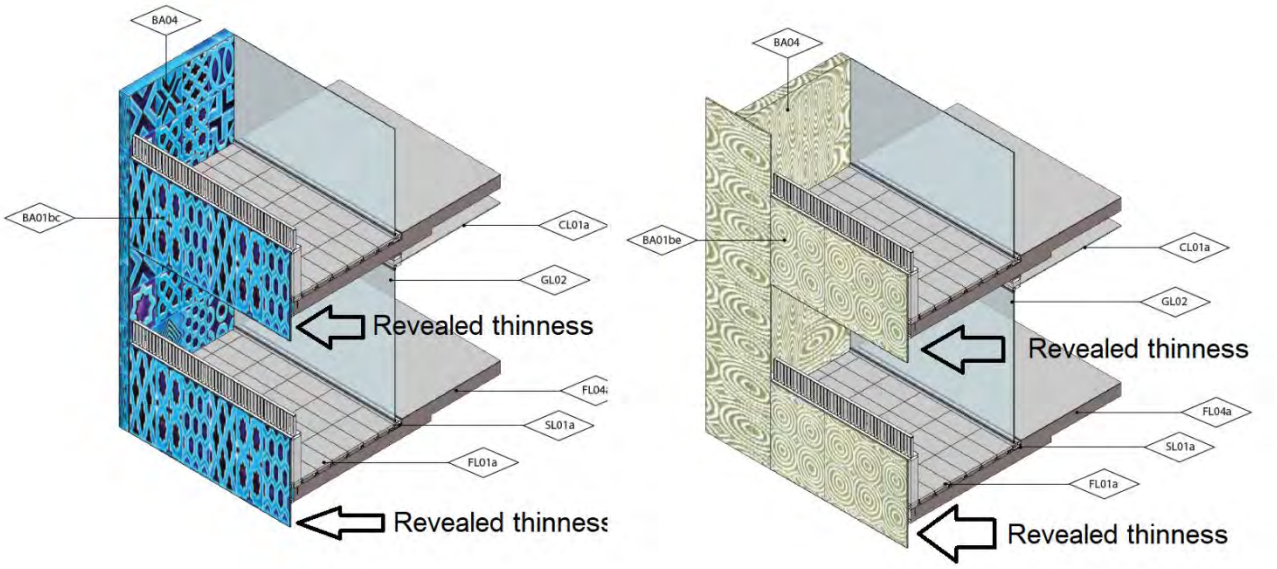


Figure 26: Façade detail – axonometric section of example balustrade application to balconies of dwellings.

(o) *The proposed design approach is interesting, considered and rigorous, and clearly responds to aspects of the brief for these buildings (e.g. cost, durability, thermal performance); and*

(p) *The result is quirky and visually distinctive, even 'wild' given the diversity of contrasting textures shown, yet also challenging. As described above, it is a somewhat risky design strategy from an external appearance perspective.*

119. Council's external Urban Design consultant was critical of the application of materials due to the busy appearance resultant from the application of the materials and relentless application of a single material applied across all walls of both buildings. The further failings in this approach relate to the application of too many patterns and themes (as is evident by the palette and medley of graphics at Figure 6, and varied colour differences with no texture applied at a human scale. It is therefore considered appropriate to reiterate the above detailed concerns to DELWP so that these can inform the processing of the application made. Council's external Urban Design consultant has provided the following recommendations that can be included as conditions to improve the application of panelling as proposed:

(a) The avoidance of 'literal' materiality prints such as brickwork, which will clearly appear 'fake';

(b) Reinforcing the surface as around windows and balconies, with different materials (such as timber 'look' lining for example) to balconies, or an alternative approach to delineate openings;

(c) Reducing the contrast between adjoining textures; and

(d) Use and of different materials for selected details such as the Ground Floor columns to Alexandra Parade i.e. use of real masonry.

120. With the above in mind, it is considered appropriate to include and recommend that a condition for a comprehensive façade strategy be added as a permit condition that addresses the above but also provides the application of materials that are comparable to the Development Plan – Vision statement for Parcel A at Figure 10, together with a materials schedule and a requirement for on-going architect involvement to assist with such improvements.

Setbacks, Public realm interface, the pedestrian experience and landscaping

121. The design of interfaces between buildings and public spaces to enhance the visual and social experience of the user is an important facet of the DP and this is captured at several parts within the document. The preferred heights and setbacks are further detailed within the table (Figure 27), setting out the built form and footprint parameters for Parcel A.

Table 1 - Preferred Height & Setback Controls

Street Interface	Distance from Boundary	Maximum Height within Setback	Compliance with DPO
Queens Parade	0-8 metres	20 metres (6 storeys)	Compliant
	Greater than 8 metres	33-35 metres (10 storeys)	Generally in accordance with
Smith Street between Queens Parade and Council Street	0-3 metres	0m	Compliant
	3-8 metres	17 Metres (5 storeys)	Compliant
	Greater than 8 metres	33-35 metres (10 storeys)	Generally in accordance with
Smith Street between Council Street and Alexandra Parade	0-3 metres	0m	Compliant
	3-11.5 metres	17 metres (5 storeys)	Average of 17 metres (5 storeys), with a mix of 14 metres (4 storeys), 17 metres (5 storeys) and 20 metres (6 storeys) on the corner of Smith Street and Alexandra Parade
	Greater than 11.5 metres	33-35 metres (10 storeys)	Generally in accordance with
Alexandra Parade between Smith Street and Village Street	0-22 metres	33-35 metres (10 storeys)	Generally in accordance with
	Greater than 22 metres	33-35 metres (10 storeys)	Generally in accordance with
Alexandra Parade between Village Street and George Street	0-1 metres	0m	Compliant
	1-22 metres	33-35 metres (10 storeys)	Generally in accordance with
	Greater than 22 metres	33-35 metres (10 storeys)	Generally in accordance with

Street Interface	Distance from Boundary	Maximum Height within Setback	Compliance with DPO
George Street	0-2 metres	0m	Compliant
	Greater than 2 metres	33-35 metres (10 storeys)	Responds to evolving George Street character in line with Section 6.1.5.
Gore Street easement east	0-3 metres	14-25 metres (4-8 storeys)	Not required.
	Greater than 3 metres	33-35 metres (10 storeys)	Generally in accordance with
Northern facade of valve house	0-10 metres	0m	Compliant
	10-18 metres	20 metres (6 storeys)	Compliant
Eastern facade of valve house	0-9 metres	0m	Compliant
	9-20 metres	20 metres (6 storeys)	Compliant

Figure 27: Table 1 Preferred Height and Setback Controls

Building L – Alexandra Parade

122. The preferred heights and setbacks are shown indicatively at Table 1 and provide an example of how building massing may be distributed across the site. With regard to the Alexandra Parade interface, Table 1 indicates setbacks of 0 – 1m at the ground floor and between 1m-22m above. Building L is setback 1m for the full height of the building to address flooding concerns as these relate to Melbourne Water (noting that DELWP is responsible for referring this to Melbourne Water) but is otherwise shown as accommodating development on the boundary up to the preferred 10 storey height. To manage the interface, the proposed development includes a part ground floor setback of 1.4m with colonnades built closer to the boundary. At the western end, the setbacks generally comply other than minor projections at the upper levels to within 0.4m.

123. At the eastern end the building steps out to 0.4m of the boundary for columns at the ground level (with the glazing line setback 1.4m), and then up to level 3 before it sets back to a consistent setback of 1.4m up to level 10.

124. The undercover colonnade at ground level with balconies located above up to the fourth storey provides a weather protected pedestrian walkway and building entrances whilst establishing a corner treatment that wraps around from Alexandra Parade and delivers a human scale street wall. Overall, the proposed building setbacks are generally in accordance with the DP and are acceptable.

Building M – George Street

125. With regard to the George Street interface, Table 1 indicates setbacks of 0 – 2m at the ground floor, with setbacks greater than 2m above. The building, whilst setback greater than that stipulated in the DP to the ground floor walls, the entries to the dwellings extend into the setback, with additional street tree planting proposed. The DP identifies a 2m setback is required. This is considered to be a failing of the development at the ground floor and it is considered that a clearance of 2m is provided as a public realm benefit for footpath widening. This will enhance the George Street interface and provide a public benefit. The setbacks are exceeded along the street frontage to George Street at the upper levels with a setback of at least 3.64m up to 10 storeys compared to the preferred 2m (i.e. Section 6.1.5, p. 54 of the DP).

General

126. The public realm strategy for the broader former Fitzroy Gasworks seeks to deliver approximately 8.7% of the site as new public open space that will be vested in Yarra City Council . Section 5.5 (Public Realm) describes the dedicated areas of public open space as being supplemented by:

    (a) *Pedestrian prioritised access ways throughout the site and beyond to designated public transport nodes;*

    (b) *Privately owned communal spaces that will be accessible to the community;*

    (c) *Entryways and landscape treatments, clear sight lines and way finding signage;*

    (d) *Furniture and fixtures in the public realm that will be robust and easy to maintain;*

    (e) *Access pathways to primary building entries must be provided from within Parcels or adjacent streets and not directly off public open spaces. Secondary entries and entries to flexible spaces may address public open space without encumbering its use. Where provided, threshold areas or private open space associated with secondary entries and flexible uses must be provided within the Parcel;*

    (f) *With the exception of Emergency Vehicle and Maintenance access, all vehicles are prohibited from entering Public Open Space; and*

    (g) *The proposed public open space and streets will have opportunity for canopy tree planting.*

127. Planting of vegetation within the public realm should be done in consultation with the City of Yarra. Public realm lighting will support night-time social and recreational activity, amenity, way finding and safety. Where ground floor building setbacks are provided within parcels adjacent to public realm, the design response should aim to:

    (a) *Integrate pavement materials so that this reads as a single widened footpath;*

    (b) *Ensure public/private transitions meet universal design principles in terms of surface levels and grading;*

    (c) *Minimise the impacts of flood mitigation measures on the public realm including pedestrian access where possible; and*

    (d) *Minimise visual obstructions to provide visual connection to internal spaces and promote activation.*

128. Comments from Council's Urban Design Unit were sought in relation to the public realm who raised a number of concerns with the proposal, these can be summarised as: :

    (a) *Lack of design coordination with adjacent public realm and open space design;*

    (b) *Failure to meet the requirements of DPO16 relating to human scale buildings with articulation and breaks;*

    (c) *Noncompliance with ground floor setbacks along George Street (2m) and Alexandra Parade (1m) as per the Development Plan (P54);*

    (d) *Lack of vegetation and façade greenery as emphasised in the Development Plan vision;*

    (e) *Poor design and siting of pedestrian access ramps into building entrances; and*

    (f) *Extent and location of building services, access and loading along Southern Access Road limiting landscaping opportunities.*

129. The issues raised above are not readily conditionable and relies on significant design work to resolved these. These matters will be outlined amongst others as concerns with the application and will form part of the response back to the DELWP.

130. Council's Urban Design Unit has requested the following items be provided and form part of a public realm package of material:

    (a) That ground floor interfaces are modified to maximise the opportunities for greenery;

    (b) That real façade greenery (real plants) is incorporated in lieu of relying on wall panelling; and

    (c) The removal of elements from any renders that create a misleading representation of the proposed development including but not limited to the street trees shown along George Street.

131. Council's Urban Design Unit also reviewed how the lower levels of the proposed building interact with the public realm and have requested the following with regard to:

132. *George Street Public Realm interface (west of Building M):*

    (a) That all elements of the building including planter boxes are set back 2m from the title boundary and that a detailed public realm improvement plan is provided for the full width of George Street, demonstrating complete design integration between public and private land;

    (b) All required handrails, landings and tactiles accommodated within the subject site boundary;

    (c) Clarify if there will be a gate or other security measure closer to the footpath and associated with the Building M entrance;

    (d) Review the location of the airlock of Building M to decrease the publicly accessible under croft / setback and reduce the space for potential for loitering;

(e) All access paths and stair locations to the ground floor private terraces of dwellings within Building M modified (including but not limited to highlighted area below) to maximise useable terrace space with an increase in the planter sizes (deep soil preferably) to achieve more greenery / trees and screening for the dwellings;

(f) Confirmation of maintenance of planters to be undertaken by residents or the body corporate; and

(g) Planters must have integrated irrigation systems and drainage.

133. *Alexandra Parade Public Realm interface (south side of Building L):*

(a) That all elements of the building (columns planters etc of Building L) are set back 1m from the title boundary;

(b) A detailed public realm improvement plan be provided for the full width Alexandra Parade, demonstrating complete design integration between public and private land;

(c) All required handrails, landings and tactiles must be accommodated for within the subject site boundary;

(d) Provision of a stairway entrance from Alexandra Parade to Building L and a DDA accessible entrance within the Gore Street under-croft of Building L;

(e) The bike storage location and main entrance of the Building L interface to Alexandra Parade reconfigured to allow for more active land uses with increased transparency to enhance the frontage and improve the public realm interface; and

(f) The ramp to the Medical Centre rationalised in terms of necessity (i.e. whether it could be replaced with a DDA compliant lift) or set further east to create a more welcoming and generous space around the Valve House and the communal courtyard.

134. *Gore Street Public Realm interface (east side of Building L):*

(a) That Building L addresses the levels and grading to ensure a gentle grade/fall along the full length of Gore Street;

(b) That a generous separation is provided between the car park and the building entrance of Building L, to create a safer experience for users;

(c) Investigate if the ramp at the entrance of Building L could be removed to make way for planters;

(d) A clear path of travel under the ‘colonnade’ space along the Gore Street frontage of Building L and its surface delineated with a different treatment to the vehicle crossover;

(e) Confirmation of the entrance to the bike store of Building L;

(f) Construction details of any ramps between the columns of Building L; and

(g) Confirmation that the ground floor under-croft of Building L will be open and not sealed off with glazing.

135. *Southern Access Road Public Realm interface (north side of Building M):*

(a) The substation and switch room on the ground floor of Building M relocated to allow for an expanded landscaped area in the Southern Access Road;

(b) The basement lift within Building M relocated, and the café layout extended to the northeast corner of the building; and

(c) Confirmation that the ground floor under-croft of Building L will be open and not sealed off with glazing.

136. Some of these recommendation are proposed to be included as conditions on any permit. However, as many of the comments go to the design quality of the proposal, a substantive redesign of the building is required to address the majority of these comments.

137. Council's Urban Design Unit has provided comments in relation to the valve house and wind mitigation. However, Council's Heritage Advisor has provided comments in relation to the valve house that are supportive and these comments are relied upon. Advice in relation to wind mitigation has also been sought and provided by external consultant Vipac Engineers and Scientists Ltd. and this will be discussed in a later section of this report.

Better Apartments Design Standards (BADS) (including ESD)

138. To ensure the quality delivery of all housing including affordable and social housing, Section 7.1 (Affordable Housing Strategy) of the DP, at Section 7.2.7, requires that dwellings are assessed and designed to meet the Better Apartments Design Standards (BADS) or equivalent.

139. The following assessment is provided against BADS:

Standard D1 - Urban context objective

140. The objective is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area.

141. The proposed development provides an incongruous design response not response to the existing of emerging character of the area. The proposal is generally acceptable in response to heritage matters relevant to the valve house.

Standard D2 – Residential policy objectives

142. The approved DP is evidence of the development's strategic justification. The standard and objective are met.

Standard D3 – Dwelling diversity

143. The development incorporates a genuine mix of studio, one, two and three bedroom dwellings, including numerous apartment typologies. The standard and objective are met. Changes to dwelling diversity is required for the affordable housing component.

Standard D4 – Infrastructure

144. The development is located within an established area with existing utility services and infrastructure; there is no evidence to suggest that either Buildings L or M would unreasonably overload the capacity of these existing services. The standard and objective is met.

Standard D5 – Integration with the street

145. The development has been designed to integrate with its frontages to Alexandra Parade, George Street, and the future Gore Street extension through building entrances, a medical centre, dwelling frontages, café/food and beverage tenancies and the bicycle store. Improvements have been suggested by Council's urban design time which should be adopted. The development also incorporates communal facilities and commercial uses to front the internal communal courtyard.

Standard D6 – Energy efficiency

146. The redevelopment of the site in an existing built-up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduce occupiers, staff and visitors from relying on private vehicles. Environmentally Sustainable Design measures are detailed at Section 9.1 of the DP that are specific to area of energy and water conservation, water sensitive urban design, waste management, landscaping, transport (considered in a later section of this report) and innovation.

147. Council's ESD Advisor reviewed the Sustainability Management Plan (SMP) prepared and authored by Lucid dated 23 June 2022 together with the architectural drawings prepared by AEM Architecture dated July 2022. The following deficiencies, outstanding information, improvements and associated actions were identified by Council's ESD advisor:

148. *ESD deficiencies:*

    (a) *Daylight to living and kitchen areas is not satisfactory. Best practice standards of daylight access to habitable rooms (as defined by BESS) must be met. Alterative metrics described in the SMP as 'adequate' daylight levels are not acceptable, are not supported by VCAT decisions, and do not demonstrate best practice in daylight required by Clause 22.17 of the Planning Scheme.*

    In addition, the daylight modelling report samples dwellings on Level 4 and extrapolates results to the whole building which is an inaccurate and highly usual approach to present the daylight performance of a building. Given that daylight is reduced at lower levels, Council requires an updated daylight study that includes a reasonable sample of dwellings from the lower levels, and that demonstrates best practice in daylight.

    Given that ~70% of living kitchen areas meet the BESS best practice benchmark, Council recommends that improvements to building design are made to optimise access to daylight and demonstrate that BESS daylight standards can be met in an updated daylight report;

    (b) *Sample NatHERS ratings for Building M include cooling loads above the BADS 30 MJ/m$_2$ threshold (G BTR8 and 1 BTR22). Recommend changes to the building design that improve cooling performance to ensure that all dwellings have a cooling load no higher than 30 MJ/m$_2$/year;*

    (c) *Strongly recommend that operational emissions from this development be simply reduced to net-zero by following the recent Ministerial direction that all new embedded networks be supplied by 100% renewable energy. An exemption to this Ministerial direct is not appropriate for the development of this nature; and*

    (d) *Project has proposed 480 secure bike parks for Building M residents, 180 spaces for building L Residents, plus 20 bike spaces for visitors and customers and 4 secure staff bike parking spaces. This is unsatisfactory. Requirements of Clause 43.04 stipulates two bicycle parking spaces for each dwelling, which is a total of 736 bicycle parking spaces, as noted in the Traffic Impact Assessment report.*

149. *ESD Outstanding information:*

    (a) *Natural ventilation to corridors possible if all exterior windows to common area corridors are operable. Please confirm that all external windows to common area corridors are operable to enable access to natural ventilation.*

    (b) *SMP claims 75,000 litres of rainwater storage for toilet flushing, but BESS report says 50,000 and the Stormwater Report quotes 100,000 litres. 75,000 litres of rainwater storage can be identified on plans. Please amend all documents to be consistent across the submission.*

    (c) *EV chargers and electrical infrastructure provided but details not confirmed. Please provide details on the number and location of EV charge points. Recommend all carparking spaces are 'EV ready' in line with council guidelines, demonstrated in updated documentation.*

150. *ESD improvement opportunities (to be considered by the applicant):*

    (a) Reasonable external views to most dwellings. Internal dwellings facing the courtyard have significant restrictions. Recommend alter floor plate to improve the sight lines and external views from living areas to dwellings SH2, SH3 and SH4 in the southern building to improve outlook and health for future residents; and

(b) Consider avoiding PVC altogether or specify from sources that demonstrate compliance with Green Star Best Practice Guidelines.

151. Conditions are included in the recommendation that require the SMP to be updated to address items above requested by Council's ESD Advisor.

Standard D7 – Communal open space

152. This standard requires a development of 10 or more dwellings to provide a minimum area of communal outdoor open space of 30 square metres. In developments of 13 or more dwellings it also requires an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser.

153. Communal areas, both internal and external, have been provided that combined, exceed the requirement under the Standard. This is provided as 1,366m2 sqm of semi-public open space at ground level, 380sqm on the roof of Building L and 460sqm on the roof of Building M.

Standard D8 - Solar access to communal outdoor open space objective

154. Whist shadow diagrams have been provided at Section 3.7 of the Urban Analysis and Design Response Report, it is difficult to ascertain if the extent of shadow cast over the communal areas is compliant with this standard. On observation along, it is considered that solar performance of the ground level central courtyard will severely limit its use. The built form and mass adopted particularly in relation to Building M should be informed by this standard and comply with this. Shadow diagrams demonstrating compliance with this standard should be provided to assist in DELWP's deliberations. Whilst not addressed by way of condition, a concern will be raised to form part of Council's response.

Standard D9 - Safety

155. The proposal has been designed to ensure that no dwellings are obscured or isolated. The development has been designed to provide visibility and surveillance of the car park entry and internal access ways.

Standard D10 - Landscaping

156. Section 5.6 of the DP (p.43) relates to landscaping and provides reference to the following Landscape Master Plan at Figure 28:

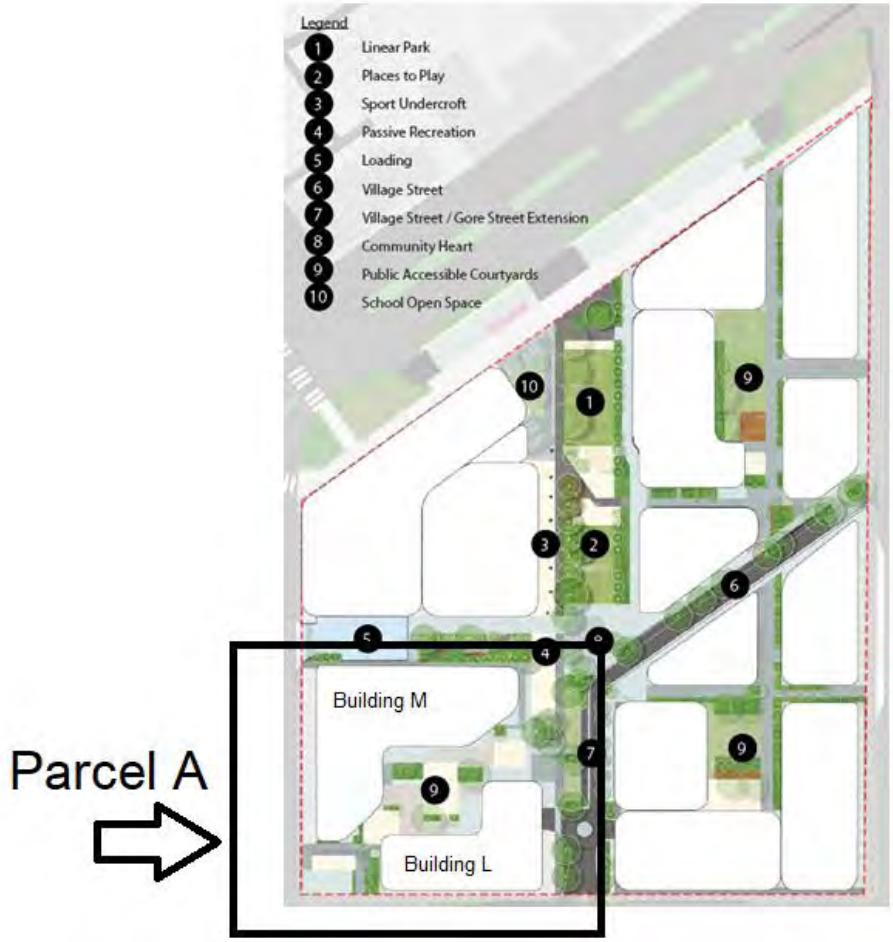


Figure 28: Landscape Master Plan.

157. Parcel A is identified as containing green pockets and publicly accessible courtyards centrally between both Buildings L and M. The Town Planning Landscape Report prepared by Rush Wright Associates - Landscape Architects (revision 03 – dated 7 July 2022) has been peer reviewed by Council's Open Space unit. Comments and recommendations for conditions have been provided that require a plant schedule that includes:

    (a) Full details of all plant species and their botanical names with re-assurance that selected plants are able to withstand and cope with shade;

    (b) Consideration of the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity;

    (c) Details of all paving, surface materials furniture and planters – showing dimensions, drainage, lining, materials and growing media including details of irrigation;

    (d) A maintenance schedule that includes task details and frequency reassuring the planting, maintenance and survival of all plants across Parcel A and within the roof gardens of both Buildings L and M; and

    (e) Details of all landscaping and transition of landscaping combined with civic works across the Gore Street interface.

158. The landscape response is generally considered acceptable subject to these conditions. It is recommended that the extent of services along the northern boundary be reviewed to enable greater plantings to this interface.. The Parcel A site area is approximately 6,704sq.m. Within the courtyard, the proposed canopy cover measures 626m2 that reaches 46% of the courtyard area (as referenced at p7 of the Town Planning Landscape Report).

Standard D12 – Parking location

159. Car parking is contained within the basement levels of the development, which is accessed via Gore Street to the east of Building L. Occupants will benefit from convenient access to these spaces via the lifts and stair cores of each building. The objective and standard are met.

Standard D13 – Integrated water and stormwater management

160. The SMP provides 75,000 litres of rainwater storage for toilet flushing, but the BESS report indicates 50,000 and the Stormwater Report quotes 100,000 litres. 75,000 litres of rainwater storage can be identified on plans and a condition will be included bringing all documents into consistency with the Stormwater Report.

Standard D14 – Building setbacks

161. The adopted building heights and massing have been designed to be generally consistent with the DP. Whilst the public realm interfaces to the south and east of Building L and north and west of Building M will generally ensure that apartments with these orientations are provided with ongoing external outlook and amenity, the setbacks across the George Street interface, require further consideration by the applicant as discussed in an earlier section. Many balcony areas of apartments will be built over by other deep balcony areas thus inhibiting the daylight afforded to the living areas of apartments below. Daylight appears to be further inhibited across the southern interfaces of both buildings where lightwells are south-facing, contain habitable bedroom windows within and surrounded by walls. This latter aspect of the development will form a concern as a point of reference and regard for DELWP's deliberations.

Standard D15 – Internal views

162. Solid partitions are proposed where balconies adjoin one another on the same level to ensure privacy is provided.

163. In general, balconies of apartments of upper levels are inset within the prevailing building footprint and are generally directly above a balcony below. This Standard aims to avoid direct views into habitable room windows and private open space of new and existing dwellings, thereby reducing the reliance on screening to inhibit these views. The has adequately been achieved through the separation distances between apartments of Buildings L and M (i.e. exceed 9m). The layouts at each floor level, have adequately addressed internal overlooking through the locations of walls, rooms, spacing and privacy screens to the sides of balconies.

Standard D16 – Noise impacts

164. The application was accompanied by an acoustic report prepared and authored by Stantec Australia Pty. Ltd. and dated 25 May 2022. This report was peer reviewed by SLR Consulting Pty . Ltd. who provided the following comments and recommendations that will be included as permit conditions:

Road traffic noise:

(a) Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements:

(i) The noise logging data is potentially affected by localised shielding and, while measures have been undertaken by Stantec to quantify and compensate for the shielding, the road traffic noise levels are lower than we have observed for a comparable site and there is a risk that impacts have not been accurately quantified. We suggest that Stantec remeasure noise levels at an unshielded location to ensure that the noise criteria will be met;

(ii) Further information is requested regarding the noise model prepared to predict road traffic noise to the subject site. For this complex site, it recommended that façade noise maps be included in the acoustic report. It should also be clarified as to whether the presented noise levels are free field or façade reflected;

Noise Protocol Part I limits

(b) Appropriate background noise monitoring has not been undertaken for determining the Noise Protocol limits, and the identified zoning levels do not appear to be correct. Ideally background noise should be remeasured and the correct limits determined. If appropriate monitoring is not practicable we suggest that the correct zoning levels are calculated and the zoning levels less 3 dB are used as the interim noise limits. This approach would require the current report to be updated to correct the mistakes in the calculated limits, and to reflect the lower design criteria adopted (which are approximately equal to the noise limits identified in the report);

Noise from the high school mechanical plant

(c) It is recommended that noise from mechanical plant at the high school be quantified by measurement or verification of equipment noise levels by inspection and/or review of the design (given its recent construction this information should be available and accurate);

(d) Confirmation should also be provided by the school regarding operation times of the equipment;

(e) If the equipment exceeds the relevant Noise Protocol limits, and noise control cannot be practically implemented at the source (in consultation with the school), advice should be provided in the report for achieving the levels provided in the City of Yarra Noise Guidelines (as reproduced in Section 3.1.2 of this review);

Noise from the high school roof sports court

(f) It is recommended that noise from the basketball court is quantified more accurately, preferably via measurement, and is assessed to indoor criteria in accordance with the city of Yarra Noise Guidelines for new residential developments near existing outdoor patron areas (35 dBA Leq during the day/evening period). An Lmax criterion of no greater than 50 dBA should also be adopted for whistle noise;

Ground floor gym

(g) An assessment of noise from the ground floor gym should be provided in the report. If operated commercially, noise from the gym should comply with the guideline levels presented in the 'Association of Australasian Acoustical Consultants Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities'. The guideline includes the requirement for impact generated noise to apartment to not exceed:

(i) Day: LAFmax(31.5 Hz to 250 Hz) ≤ 35 dBA;

(ii) Evening: LAFmax(31.5 Hz to 250 Hz) ≤ 30 dBA;

(iii) Night: LAFmax(31.5 Hz to 250 Hz) ≤ 25 dBA;

(h) For gyms operated by the Owners Corporation, practical measures should be put in place to minimise impacts, and operational controls implemented as required to address residual impacts;

Food and beverage tenancies

(i) An acoustic report addressing impacts from these tenancies should be prepared if the tenancies are proposing to operate during the night period, or to play music externally during the evening or night periods; and

Roof Terrace

(j) The report should provide guidance for managing impact noise from the roof terraces to the apartments below.

165. The plans will also need to be further amended (if necessary) to address and make changes to reflect any recommendations consequent to the endorsement of that report. The report will need to consider all noise generating aspects of the development, including noise generated from vehicle entries, any plant services and noise volumes between the distribution of uses at the ground and first floor, and applied noise attenuation measures at Standard D16 as these apply to the dwellings.

Standard D17 – Wind Impacts

166. The Environmental Wind Speed Measurements report prepared and authored by MEL Consultants and dated April 2022 was peer reviewed by Vipac Engineers and Scientists who provided comments that were supportive. That advice is an attachment to this report. Further discussion is provided in the following section in relation to the microclimate of the broader site.

Standard D18 – Accessibility

167. The standard requires that at least 50% dwellings should provide:

(a) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*

(b) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*

(c) *A main bedroom with access to an adaptable bathroom; and*

(d) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

168. The proposal plans demonstrate that all apartments have been designed to be accessible in accordance with the requirements of Standard D18, which includes a mix of studio, 1, 2 and 3 bedroom apartments. The proposal is provided with clearly identifiable residential areas, which lead to lobbies and common areas. These areas are designed to provide visible and safe access to lift and stairs.

Standard D19 – Building entry and circulation

Building L

169. All apartments are accessible via a lobby and foyer access from Alexandra Parade which provides a strong sense of entry and address for occupants. Fire stair access directly adjacent the lift entry to promote use. The corridors are accompanied by windows to the north and south and will have the minimum width of 1.5m. The ground floor also includes dwellings facing west, a gym and a cafe medical centre of 204sq.m, bike workshop and office of 82sq.m. that will adequately activate these areas.

Building M

170. Apartments are accessible via a lobby and foyer access from George Street which also provides a strong sense of entry and address for occupants. Fire stair access directly adjacent the lift entry to promote use. The corridors are accompanied by windows to the north and east and will have the minimum width of 1.5m. The ground floor also includes dwellings facing west, a gym and a cafe further activating these spaces.

Standard D20 – Private open space

171. The apartments are provided with private open space accessed directly from living areas of at least 8ssq.m. In all instance, these meet or exceed the requirements of Standard D19.

Standard D21 – Storage

172. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10 of this Standard. All apartments have been designed to either meet or exceed the minimum internal/total storage requirements outlined within this table. Accordingly, storage areas of up to $8m^3$ (with a minimum $5m^3$ of that internal) is provided for the studio apartments; up to$10m^3$ (with a minimum $6m^3$ of that internal) is provided for the one-bedroom apartments; up to $14m^3$ (with a minimum $9m^3$ of that internal) is provided to the two-bedroom apartments; and up to $18m^3$ (with a minimum $12m^3$ of that internal) is provided to the three-bedroom apartments.

Standard D22 – Common property

173. The common property areas within the development are clearly delineated and would not create areas which would be difficult to maintain into the future. The building entrances and vehicle access areas are cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard and therefore, the DP.

Standard D23 – Site services

174. Site services have been shown, therefore meeting the standard that requires developments to provide adequate space to be installed and maintained efficiently and economically. DELWP being the responsible authority of this application, will need to ensure that these have been adequately identified on the plans.

Standard D24 – Waste and recycling

175. The application was accompanied by a Waste Management Plan (WMP) prepared and authored by One Mile Grid and dated 25 July 2022. This was peer reviewed by Council's Contract Management Officer who provided comments confirming that this is satisfactory. These comments are an attachment to this report.

Standard D25 – External walls and materials

176. As detailed in an earlier section, Council's external Urban Design consultant was critical of the design quality and application of materials across the building facades. The further failings in this approach relate to the application of too many patterns and themes. On this basis it is considered that Council advise DELWP of the application's failings with this standard. In providing potential conditions, a materials schedule and façade strategy will be included with a further conditions that requires walls at the ground and first floor to be treated with more robust material and include a graffiti proof finish.

Standard D26 – Functional layout objective

Bedrooms

177. This standard requires that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions (any wardrobes should be additional to this).

178. With respect to the minimum area requirement, all bedrooms of apartments within Building L comply with the Standard. With regard to Building M, the minimum dimensions for bedrooms associated with the studios have been omitted and it is difficult to ascertain their compliance with the standard. A condition to include these details should form part of any planning permit.

Living areas

179. The standard, at table D12 of Clause 58, requires the following minimum dimensions for living rooms:

Dwelling Type	Minimum width	Minimum area
Studio & 1 bedroom	3.3 m	10 sqm
2 or more bedroom	3.6 m	12 sqm

180. With respect to the minimum area requirement, all apartments within Building L comply with the Standard. With regard to Building M, the minimum dimensions for the living associated with the studios have been omitted and it is difficult to ascertain full compliance with the standard. A condition to include the details of studios and ensure compliance with the standard, should form part of any planning permit.

Standard D27 – Room depth

181. This standard requires that single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height or 9 metres if all the following requirements are met:

(a) *The room combines the living area, dining area and kitchen;*

(b) *The kitchen is located furthest from the window;*

(c) *The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level; and*

(d) *This excludes where services are provided above the kitchen.*

182. The cross-sections have omitted floor-to-ceiling heights and have only detailed floor-to-floor heights. The kitchens with regard to all apartments with a single aspect have been positioned furthest from a window / opening. A condition should clarify the floor to ceiling height of all apartments and ensure full compliance with this standard.

Standard D28 – Windows

183. Habitable rooms within the proposed development contain a window within an external wall to the building. The apartment orientations and their outlooks will ensure that each apartment is provided with adequate daylight. There is no evidence of borrowed light with each habitable room provided with its own opening. Ceiling heights need to be confirmed to ensure full compliance on the plans.

Standard D29 – Natural ventilation

184. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m. It is uncertain it full compliance is achieved with this standard and a condition will require this.

185. The SMP prepared and authored by Lucid Consulting Australia (dated 28/10/2021) should be further amended to include details in relation to compliance of ventilation opportunities in accordance with this standard.

Circulation Spaces (commercial)

186. The main pedestrian entrances to the commercial tenancies of Building L are from Alexandra Parade and from within the communal courtyard to the north. The main pedestrian entrances to the commercial tenancies of Building M are from the communal courtyard and Gore Street to the east. BOH access to Building L is also provided from Gore Street to the east and to Building M, from Southern Road to the north. The basement levels are accessed from Gore Street, east of Building L. The standard is considered to be satisfied.

Microclimate – overshadowing, noise and wind

187. Section 5.9 of the DP provides an indication of the preferred microclimate for the former Fitzroy Gasworks with regard to shadows cast into the public domain, acceptable noise and wind conditions. It is worth highlighting that Parcel A does not have any direct residential interfaces and will be separated from future dwellings to the east and north-east by the new dwellings of other associated parcels with sufficient separation to limit visual impacts and overlooking. Dwellings to the west and fronting Alexandra Parade are separated from the proposed development by approximately 26m.

188. Shadow diagrams provided coincide with the shadows provided at Section 5.9 of the DP at p49. and are considered acceptable. Demonstrated below are the shadows during the winter solstice which is the worst-case scenario of the development and shadow anticipated and permissible within the DP:



Figure 29: Winter solstice shadow comparison - 11am

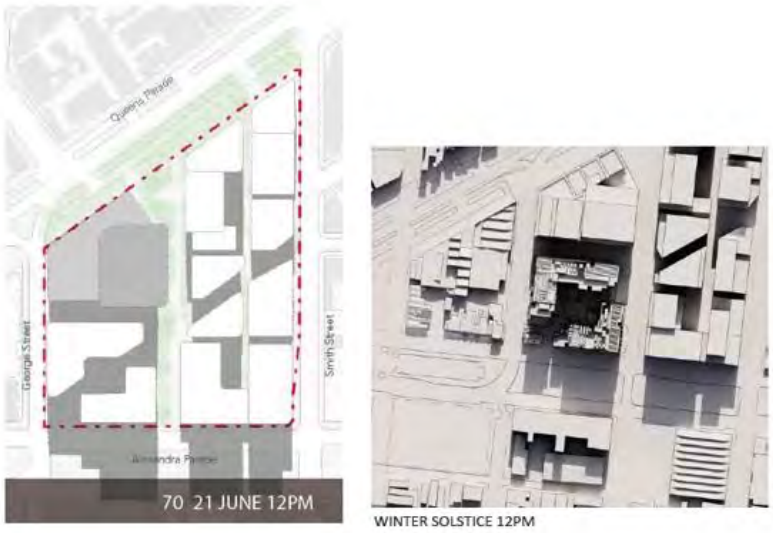


Figure 30: Winter solstice shadow comparison - 12pm

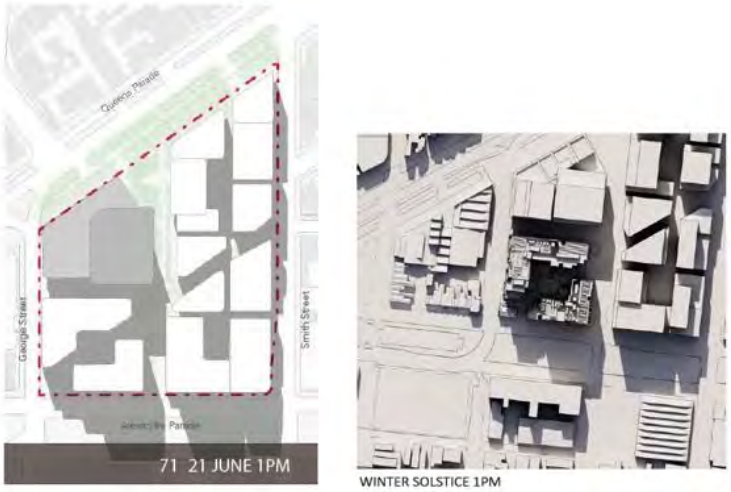


Figure 31: Winter solstice shadow comparison - 1pm

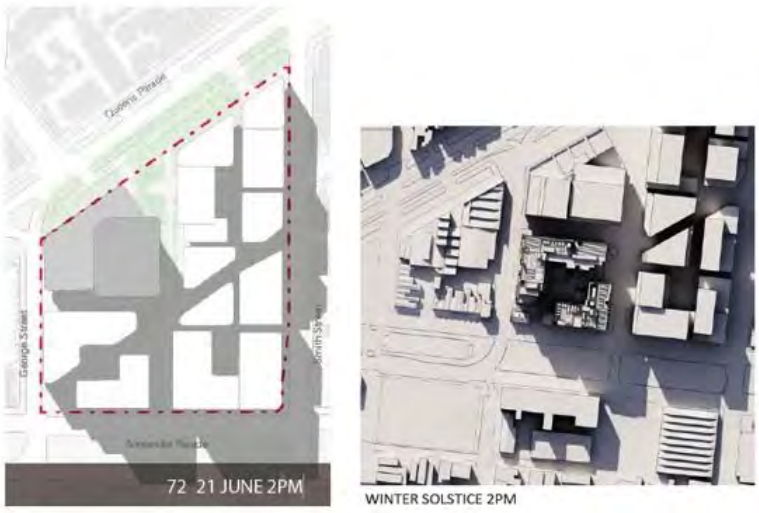


Figure 32: Winter solstice shadow comparison - 2pm

Noise

189. An acoustic report has been provided and this has been peer reviewed by SLR Consulting Pty. Ltd. An amended acoustic report addressing all of the noise sources identified withing the advice will be required by way of condition to ensure that all noise impact and sources are adequately addressed through attenuation measures.

Wind

190. The DP provides preferred wind conditions for Parcel A as well as the broader precinct, with assessment benchmarks matching those in BADS and encouraging the provision of sitting and standing conditions within the central courtyard, around the Valve House and the play space in the north-eastern corner of Parcel A. To understand predicted wind conditions, a Wind Assessment Report was prepared by MEL Consultants titled Environmental Wind Speed Measurements. The assessment considered existing conditions, wind conditions with just the development of Parcel A. As indicated in an earlier section, the report was peer reviewed by Vipac Engineers and Scientists who provided comments that were supportive. That advice is an attachment to this report.

191. Accordingly, the MEL report uses the appropriate wind speed assessment criteria and also highlights preferred wind conditions (either sitting, standing or walking) for areas based on their intended use, which generally align with the DP. Based on the assessment undertaken, the following key wind conditions are expected to be achieved in and around Parcel A:

    (a) Wind conditions in the ground level footpath areas on Alexander Parade, Queens Parade and George Street would be expected to be within the walking comfort criterion and will meet the standing criterion in some locations;

    (b) Wind conditions within the central open space area would be expected to be within the sitting comfort criterion in some areas with a mix of standing and walking in others; and

    (c) Wind conditions at the rooftop outdoor areas would be expected to be within the walking and standing comfort criterion.

192. MEL has recommended a potential interim measure of a 1.5m high screen along in the north-east corner of the development (which falls outside the boundaries of Parcel A) to provide a walking and standing comfort level. The screen is expected to only be required until further development and wind speeds reduce across the site more broadly to acceptable levels. At that point, the screen could be removed. Vipac Engineers and Scientists have no objection, and it is therefore considered acceptable.

<u>Car parking, traffic, access, bicycle parking and loading/unloading</u>

193. The DP at Section 8.5 (Private Vehicle Access and Car Parking) up to 790 car spaces across the entire site Fitzroy Former Gasworks and identifies the following vehicle access points for Parcel A (the subject of this report) at Figure 23 below:

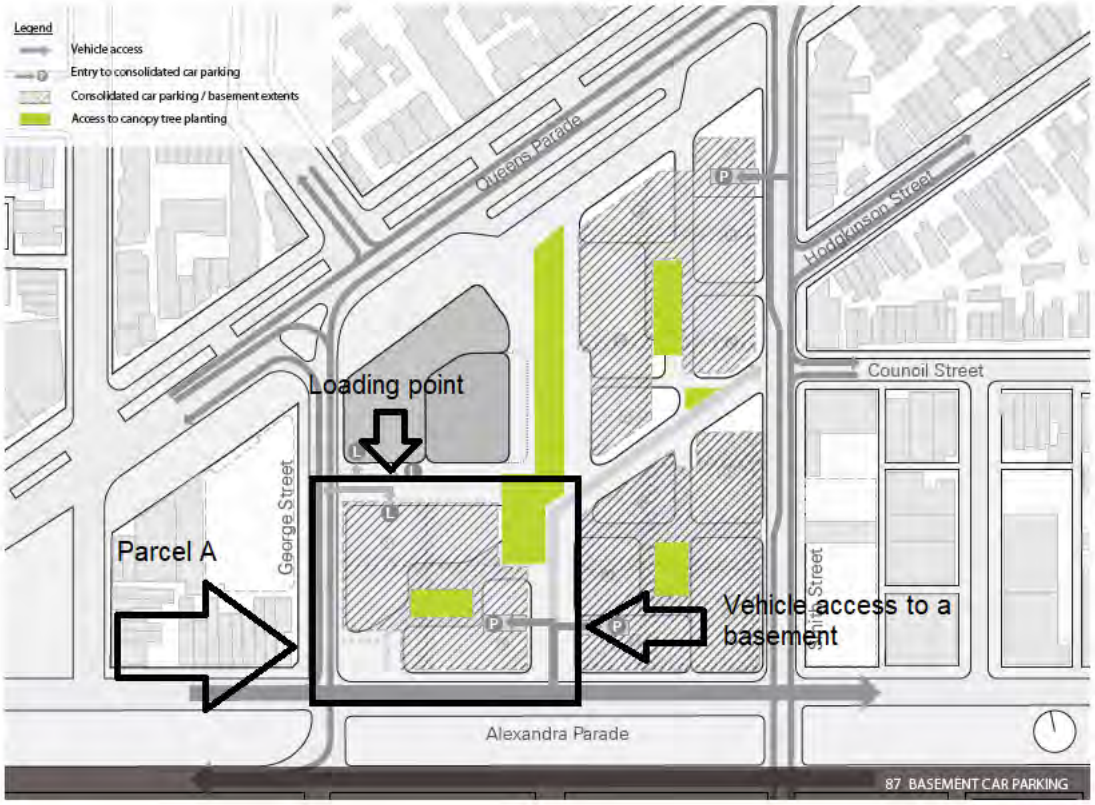


Figure 33: Vehicle entry points in DP

194. Council's Engineers have confirmed that the car parking provision for the various uses is considered appropriate in the context of the development and the surrounding area. According to the advice, the operation of the development should not adversely impact on the existing on-street parking conditions in the area.

Traffic

195. Council's Engineers reviewed the trip generation rates provided by One Mile Grid traffic engineering consultants that cited a study by GTA Solutions- *Review of Social Housing Car Parking Demands: Car Parking Studies* (November 2017). The study indicated that social housing dwellings in high rises had a parking demand rate of 0.46 spaces per dwelling, and within the municipality, an average rate of 0.55 spaces per dwelling was identified. The subject site would be supplying car parking to the social housing dwellings at a rate of 0.63 spaces per dwelling and was considered appropriate by Council's Engineer.

196. In relation to the BTR, One Mile Grid adopted a rate of 0.31 spaces and based this on a study conducted by Charter Keck Cramer for a number of completed BTR developments. By using this rate for the BTR dwellings, a parking demand of 74 spaces was identified, which is well below the proposed on-site parking provision of 150 spaces. The proposed parking provision for the BTR dwellings and was also considered appropriate.

197. For the office use and food and drink premises (café), staff parking at a rate of 1.0 space per 100 square metres of floor area was determined to be an appropriate supply. Customers and clients would be expected to park off-site. For the medical centre, three on-site spaces would be allocated to staff, with visitors also expected to park off site, on the street, on an indented parking area on the north side of Alexandra Parade. Despite there being no guarantee that these spaces would be available for the medical centre, Council's Engineer did not raise any concerns with this aspect of the development.

198. Council's engineers are satisfied that the development volumes generated by the site is not unduly high and should not adversely impact the traffic operation of the surrounding road network.

Access and layout

199. Council's Engineers provided comments in relation to the access arrangements and were generally satisfied with the details provided. Concerns were raised with the lack of a pedestrian sight triangle at the Gore Street vehicle entrance given that Gore Street is expected to accommodate high pedestrian and cyclist numbers. The ramp at the Gore Street entrance was identified as being too steep. These matters can be addressed with conditions. Council's Engineers have also identified that the shared car spaces do not have hatched line markings or bollards as required by AS/NZS 2890.6:2009. and this too can be addressed by way of condition.

200. Council's Engineers have identified the following matters that require further attention and / or detail on the plans:

    (a) The applicant needs to review the visibility and safety of the development entrance. Visibility of pedestrians walking in front of the development entrance is restricted and the high volumes of traffic using the entrance would create a hostile environment for pedestrians and cyclists.

    (b) The applicant is to engage an accredited independent Road Safety Auditor to conduct a Road Safety Audit of the development entrance. The Road Safety Audit must be completed before the plans are further revised or amended.

    (c) Columns within the basement car parking levels are to be depicted on the drawings. The positions of the columns are to be located outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9.

    (d) Ramp grade lengths and transition grades are to be dimensioned on the drawings.

    (e) The line marking for the accessway and the accessible parking spaces as suggested in One Mile Grid's drawing (SPA102) should be implemented.

    (f) The ground clearance check (for each new vehicle crossing) requires the applicant to confirm the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels within the proposed road pavements – in this case, the Gore Street extension and the east-west aligned southern access road (from George Street). These levels are to be shown on cross sectional drawings with dimensions, together with the B99 design vehicle ground clearance template demonstrating access and exit movements.

201. Several engineering conditions in relation to civil works, underground utilities, road asset protection, construction management, footpath reconstruction outside the property frontages, impacts of assets on the proposed development and car parking signage have been recommended. These conditions have been included as part of the recommendation. Council's Engineers have also requested an inception meeting with Council's Civil Infrastructure team to discuss the civil engineering and drainage design aspects of the infrastructure works associated with the development. Council's Engineers have identified many items that have been omitted from the application (i.e. as detailed from pages 10-14 of the advice forming an attachment to this report) and DELWP will be advised to seek this information before making a decision.

202. Conditions have been included requiring the following:

    (a) Detailed civil designs, with levels and dimensions, for adjacent public and private land across each street frontage that include George Street, Alexandra Parade and new internal road networks, paths, and loading areas;

    (b) A feature and level survey of existing conditions for the entire site;

    (c) Confirmation of ownership of the new internal roads within the site;

    (d) Existing, temporary and future proposed lighting plans;

(e) A catchment analysis and detailed drainage design is to be submitted, including Legal Points of Discharge; and

(f) The staging of works is to be detailed and documented for the entire site, together with a Construction Management Plan.

203. It is also highlighted that Council's Engineers were unable to complete a full engineering review of the proposal. DELWP should be advised of this issue.

Bicycle parking and facilities and strategic transport

204. Council's Strategic Transport Unit reviewed the provision and layout of bicycle parking and recommended the following changes that can be addressed by way of condition:

(a) The provision of a bicycle connection between the proposed Gore Street extension and Napier Street to the west of the subject site must be provided as part of this development;

(b) Demonstration that the lack of building setback on Alexandra Parade does not preclude the construction of a bicycle connection along the north side of Alexandra Parade;

(c) The 'Village Street' must be designed in a manner that meets the objectives of the Development Plan, the Yarra Planning Scheme and transport engineering requirements as follows, at a minimum:

(i) Road surface to be discontinuous without kerbs;

(ii) Speed limit of 10km/h;

(iii) No physical separation of modes;

(iv) 2.8 metre trafficable width;

(v) Speed reduction devices installed at least every 40 metres in a staggered manner to require a weaving alignment through the zone;

(vi) No on-street car parking should be provided;

(vii) Paving surface to be different to standard bitumen to delineate the shared zone from the surrounding street network;

(viii) Appropriate traffic calming at entrances and exits to shared zones to require reduced speed for vehicles to 10km/h;

(d) All access driveways to Alexandra Parade, loading bays and all carparks must be redesigned as a raised threshold with a pedestrian-priority crossing that requires entering and exiting vehicles to give way to pedestrians;

(e) The proposed Gore Street extension access road must be designed in one of the following ways:

(i) provision of a fully segregated, bicycle-exclusive facility in compliance with VicRoads & Austroads requirements; or

(ii) redesign of the access road in a way that is safe and convenient for the volume of bicycle movements that will occur as a result of the development (preferred).

(f) Reduction in car parking for the social housing component of the development to the minimum specified (i.e. 58);

(g) Clarification on the exact provision of bicycle parking and of the contradictory calculations specified on pages 34-35 of the Transport Impact Assessment;

(h) Provision of the total numbers of visitor and resident bicycle parking proposed to be provided;

(i) Designation of spaces to be designated for visitor and resident use to be shown on the plans;

(j) *Details on the location, number of spaces and bicycle parking type proposed public realm visitor bicycle parking indicated on TP-A1102[04] (Page 51 of 61 in the Urban Analysis and Design Response Report – Vol 1 Part B(3)), with any visitor bicycle parking proposed in the public;*

(k) *All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3;*

(l) *A minimum of 94 visitor bicycle parking spaces in total must be provided.*

(m) *All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3;*

(n) *At least 50% of visitor bicycle parking must be provided in a location that is publicly accessible and does not require traversing a secure area;*

(o) *Inclusion of estimated trip generation rates for walking, cycling and public transport in the Transport Impact Assessment;*

(p) *A minimum of 736 resident spaces and 4 employee spaces in total must be provided;*

(q) *Clarification on the number of lifts to be provided for access to the Basement Upper bicycle parking area. If only one (1) then at least two (2) additional lifts must be provided;*

(r) *Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;*

(s) *It is recommended that an additional entrance be created proximate to the southern lifts and stairwell. The entrance to the smoke lobby of the lifts and stairs in the north-west corner of Basement Upper should also be reoriented to the east side so as to face the bicycle parking entrance;*

(t) *The provision of all resident and employee bicycle parking in a secure area, in compliance with Clause 52.34-3 and Australian Standard AS2890.3;*

(u) *Security arrangements to access resident and employee bicycle storage spaces.*

(v) *The total number each of horizontal and vertical bicycle parking spaces to be provided in the Transport Impact Assessment;*

(w) *Principal internal accessways within the Basement Upper bicycle parking area to be a minimum width of 2.5 metres and all other accessways to be a minimum of 1.5 metres; and*

(x) *At least 5% of the total number of resident bicycle parking spaces must include electric bicycle charging points immediately adjacent to spaces suitable for electric bicycles to use, i.e. horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8*

Other Matters

Financial Implications

205. There are no financial impacts.

Economic Implications

206. There are no economic impacts to be considered in this report.

Sustainability Implications

207. Sustainability has been considered as part of the assessment and conditions will be recommended to the DELWP.

Social Implications

208. There is a significant net community benefit to be gained with the introduction of a social housing and BTR (affordable housing)project of this scale.

Human Rights Implications

209. There are no human rights impacts to be considered in this report.

Communications with CALD Communities Implications

210. No CALD community implications are known.

Legal Implications

211. There are no consequential legal implications given that Council is only providing advice to DELWP and is not the RA of the subject site.

Conclusion

212. It is recommended that Council advise the Minister for Planning and the DELWP of the concerns embodied within this report, and outlined within the recommendation section below, and recommend conditions should they be of the mind to issue a planning permit.

RECOMMENDATION

1. That the Council note:

   (a) The officer report and the application material;

   (b) That Council write to the Department of Environment, Land, Water and Planning outlining the following concerns with the proposed development of Parcel A – Fitzroy Gasworks required to be addressed prior to any approval being granted:

Concerns:

(i) The design quality of the proposed development is incongruous with the surrounding character and emerging character of the area;

(ii) Poor access to sunlight for south facing apartments Council encourages the development's full compliance with Standard D14 (*Building Setbacks*) of the Better Development Apartment Standards (BADS);

(iii) Solar performance of the ground level central courtyard will severely limit its use and Council encourages the development's full compliance with Standard D8 *(Solar access to communal outdoor open space objective)* of the Better Development Apartment Standards (BADS);

(iv) Amenity impacts on dwellings resulting from external noise sources;

(v) Lack of design coordination with adjacent public realm and open space design;

(vi) Non-compliances with ground floor setbacks along George Street (2m) and Alexandra Parade (1m) as per the Development Plan (P54);

(vii) Lack of vegetation and façade greenery as emphasised in the Development Plan vision;

(viii) Poor design and siting of pedestrian access ramps into building entrances;

(ix) Extent and location of building services, access and loading along Southern Access Road limiting landscaping opportunities;

(x) Council's Engineers were unable to complete a full engineering review of the proposal due to the lack of information submitted with the application;

(c) That Council write to the Department of Environment, Land, Water and Planning outlining the following conditions be included on any planning permit:

Conditions to be included in any planning permit

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by ARM Architecture and dated 11 July 2022 but modified to show:

Design

(a) Modify all facades to buildings L and M to:

(i) Avoid the 'literal' materiality of prints such as brickwork, which will clearly appear 'fake';

(ii) Include real materials and apply these at a minimum to the ground and first floors of Buildings L and M;

(iii) Provide different surface materials for the windows and balconies to delineate these openings; and

(iv) Rationalises the number and composition of pattern detailed across the façade of the buildings;

(b) Details of all services and design treatment of these to be incorporated into the overall design composition of the buildings;

(c) Building M to be setback a minimum of 2m from George Street including all planter boxes and the like;

(d) Building L to be setback a minimum of 1m from Alexandra Parade including all columns, planters and the like;

Layout

(e) Full details of studio apartments within Building M, in compliance with the provisions of Standard D26 (Functional layout objective) of the Better Apartment Development Standards;

(f) Floor-to-ceiling heights to demonstrate full compliance with the provisions of Standards D27 (Room depth) and D28 (Windows) of the Better Apartment Development Standards;

(g) Cross-ventilation to demonstrate full compliance with Standard D29 (Natural Ventilation) of the Better Apartment Development Standards;

Car Parking

(h) Columns within the basement car parking levels clearly depicted in positions outside of the parking space clearance envelopes as required by Diagram 1 Clearance to car parking spaces of Clause 52.06-9 of the Yarra Planning Scheme;

(i) details of Ramp grade lengths and transition grades to ensure full compliance;

(j) The shared car spaces shown to comply with design standard AS/NZS 2890.6:2009;

(k) Provision of a pedestrian sight triangle at the Gore Street vehicle entrance to ensure the safety of pedestrians and cyclists;

(l) Cross sectional drawings together with B99 design vehicle clearance templates to show spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement of the Gore Street extension and the east-west aligned southern access road (from George Street);

Bicycles

(m) Construction of a bicycle connection along the north side of Alexandra Parade;

(n) The proposed Gore Street extension access road must be designed in one of the following ways:

(i) provision of a fully segregated, bicycle-exclusive facility in compliance with VicRoads & Austroads requirements; or

(ii) redesign of the access road in a way that is safe and convenient for the volume of bicycle movements that will occur as a result of the development (preferred);

(o) A minimum of 737 resident spaces and 4 employee spaces in total must be provided compliance with Clause 52.34-3 of the Yarra Planning Scheme and Australian Standard AS2890.3;

(p) A minimum of 94 visitor bicycle parking spaces in total must be provided in compliance with Clause 52.34-3 of the Yarra Planning Scheme and Australian Standard AS2890.3;

(q) All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3;

(r) All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3;

(s) At least 50% of visitor bicycle parking must be provided in a location that is publicly accessible and does not require traversing a secure area;

(t) Clarification on the number of lifts to be provided for access to the Basement Upper bicycle parking area. If only one (1) then at least two (2) additional lifts must be provided;

(u) Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(v) Provision of an additional entrance be created proximate to the southern lifts and stairwell for access to the bicycle area of Building L;

(w) The entrance to the smoke lobby of the lifts and stairs in the north-west corner of Basement Upper reoriented to the east side so as to face the bicycle parking entrance;

(x) Security arrangements to access resident and employee bicycle storage spaces;

(y) Principal internal accessways within the Basement Upper bicycle parking area to be a minimum width of 2.5 metres and all other accessways to be a minimum of 1.5 metres;

(z) at least 5% of the total number of resident bicycle parking spaces must include electric bicycle charging points immediately adjacent to spaces suitable for electric bicycles to use, i.e. horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – ‘cargo bicycle’ and Section 2.2.8;

<u>Reports and Plans</u>

(aa) Any requirement of the endorsed Conservation Management Plan (condition 3) (where relevant to show on plans);

(bb) Any requirement of the endorsed Façade Strategy and Materials and Finishes Plan (Condition 4) (where relevant to show on plans);

(cc) Any requirement of the endorsed amended Affordable Housing Report (Condition 6) (where relevant to show on plans);

(dd) Any requirement of the endorsed Landscape Plan (condition 10) (where relevant to show on plans);

(ee) Any requirement of the endorsed Tree Management Plan (condition 12) (where relevant to show on plans);

(ff) Any requirement of the endorsed Sustainable Management Plan (condition 14) (where relevant to show on plans);

(gg) Any requirement of the endorsed Wind Impact Assessment Report (condition 17) (where relevant to show on plans);

(hh) Any relevant requirement of the endorsed Acoustic Report (condition 19) (where relevant to show on plans);

(ii) Any requirement of the endorsed Green Travel Plan (condition 21) (where relevant to show on plans);

(jj) Any requirement of the endorsed Waste Management Plan (condition 23) (where relevant to show on plans);

(kk) Any requirement of the endorsed Public Lighting Plan (condition 25) (where relevant to show on plans); and

(ll) Any requirement of the endorsed Public Realm Plan(s) / Works / Road Infrastructure / Street trees (condition 30) (where relevant to show on plans).

2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

Conservation Management Plan

3. In conjunction with the submission of development plans under Condition 1, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will then form part of this permit. The plan must relate to the valve house and must include:

(a) Prepare a statement of significance for the place including a site map, and building drawings and photos;

(b) Indicate the owner and manager of the place;

(c) Consider its historical, current and future uses;

(d) Document the current physical condition of the Valve House building (including interior as well as exterior) along with photos/videos;

(e) Preparation of a maintenance regime including impact from proximate landscape works;

(f) Preparation of conservation and restoration methodology for the interior and exterior of the Valve House;

(g) Incorporate integrated lighting surrounding the Valve House;

(h) Suggest a format for regular condition reporting/inspections; and

(i) Prepare an action plan (in consultation with the owner and manager of the place; and key stakeholders) and assign responsibilities so that the Conservation Management Plan does not remain a paper document but gets adopted, funded and implemented.

Façade Strategy and Materials and Finishes Plan

4. In conjunction with the submission of development plans under condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this document. This must detail:

   (a) Full details relating to the façade conservation and restoration methodology of the retained heritage building (the Valve House) in conjunction with the Conservation Management Plan required by Condition 3;

   (b) Elevations at a scale of 1:20 or 1:50 illustrating typical details, entries and doors of the heritage building;

   (c) An integrate lighting strategy for the creative interpretation of the valve house into its surrounds in conjunction with the lighting plan required by Condition 24;

   (d) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

   (e) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors, bike parking areas, service areas of both Buildings L and M;

   (f) A materials schedule and coloured drawings and renders consistent with materials that are comparable to the Fitzroy Gasworks Development Plan Vision statement for Parcel A that at a minimum:

      (i) Avoid the 'literal' materiality of prints such as brickwork, which will clearly appear 'fake';

      (ii) Include real materials and apply these to the ground and first floors of Buildings L and M;

      (iii) Provide different surface materials for the windows and balconies to delineate these openings;

      (iv) Reduce the contrast between adjoining textures; and

      (v) Rationalises the number and composition of patterns detailed across the façade of the buildings.

   (g) Details of all services and design treatment of these to be incorporated into the overall design composition of the building;

   (h) Provide separate renders for each building, outlining colours, materials and finishes and graffiti proofing of walls to the street, including doors, perforations and upper levels (where necessary) with information about how each façade will be maintained;

   (i) The strategy must illustrate the legibility of the proposal from short and distant views including the extent of podium treatment, façade pattern, colours and ability to provide richness, saturation and depth. This is to be provided through montages and renders from various vantage points; and

   (j) Detailed technical information of the proposed 'fixing' of the proposed fibro boards to the building outlining longevity, quality and any maintenance required whilst avoiding any over-hangs and under-hangs of panels where their "thinness" can be seen.

Ongoing architect involvement

5. As part of the ongoing progress and development of the site, ARM Architecture or another architectural firm to the satisfaction of the Responsible Authority must be engaged to:

   (a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Amended Affordable Housing Report

6. In conjunction with the submission of development plans under Condition 1, an amended Affordable Housing Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Affordable Housing Report will be endorsed and will form part of this permit. The amended Affordable Housing Report must be generally in accordance with the Affordable Housing Report prepared and authored by Development Victoria (DV) and dated 29 July 2022 but modified to:

(a) In relation to the social housing component:

(i) Provide written confirmation that the 120 social housing dwellings located in Building 'L' will be controlled/owned by the Director of Housing (or similar) in perpetuity;

(b) In relation to the BTR component:

(i) A minimum provision of 72 affordable build to rent dwellings in Parcel A;

(ii) Provide details relating to the method to appoint 'the Operator' of the Build to Rent (affordable housing) , ensuring that the same level of service is delivered to residents of affordable housing dwellings as that of private residents;

(iii) Provide a commitment to excluding procedures and policies that are burdensome and/or contain invasive requirements to validate ongoing eligibility of a resident;

(iv) Confirm the typology diversity targets of the approved Fitzroy Gasworks Development Plan be clearly met including reducing the provision of studio apartments to more than 25% of the housing offer;

(v) A long-term commitment that the affordable housing dwellings offered will be provided for a minimum period of 25 years; and

(vi) A commitment to the provision of an annual report on the build to rent pilot program delivered to the City of Yarra that demonstrates the effectiveness of management policies and procedures, the approach to annual monitoring of resident eligibility and where improvements to these procedures have been identified.

Affordable Housing – Section 173 Agreement

7. Before the Parcel A development is occupied or prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* for any subdivision or stage of subdivision whichever occurs first, the owner must enter into an Agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (unless the Owner is legally unable to enter into a Section 173 Agreement in which case the agreement must be a deed) which sets out the terms on which the landowner is required to make a contribution towards affordable housing in accordance with condition 6 of this permit, to the satisfaction of the Responsible Authority. This may include a staged contribution, subject to the satisfaction of the Responsible Authority.

8. Unless otherwise agreed in writing with the Responsible Authority, the Agreement must provide for an affordable housing contribution as follows:

(a) The Owner must nominate no less than 72 dwellings that are constructed within Building M as affordable build to rent dwellings;

(b) The nominated dwellings are to be made available by the owner for purchase or rent by a housing agency which is registered as either a housing association or housing provider under the *Housing Act 1983 (*Housing Agency*)* or the like to the satisfaction of the Responsible Authority. The price at which the nominated dwellings are to be made available to the Housing Agency must not exceed an amount that is 25% less than the market value as determined by a report from a valuer;

(c) The nominated dwellings must comprise the mix of dwellings as detailed within the Fitzroy Gasworks Development Plan;

(d) If the nominated dwellings are provided on a lease or rent basis, a minimum commitment of 25 years must be provided; and

(e) If the Owner is unable to source a Housing Agency to accept the nominated dwellings, the Owner must make a financial contribution to Yarra City Council equal to the value of the requirement under this provision which is to be applied by Yarra City Council to the provision of affordable housing.

9. All costs associated with the preparation, execution and if the agreement is a section 173 agreement, the recording of the Agreement must be borne by the Owner. The Agreement must if it is a section 173 Agreement be recorded on the title to the land under the *Planning and Environment Act 1987*.

Landscape Plan

10. In conjunction with the submission of development plans under Condition 1, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

(a) Full details of all plant species and their botanical names with re-assurance that selected plants are able to withstand and cope with shade;

(b) Incorporation of Green Walls were possible to replace 'printed images of vegetation' on the facades;

(c) Consideration of the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity;

(d) Details of all paving, surface materials furniture and planters – showing dimensions, drainage, lining, materials and growing media including details of irrigation;

(e) A maintenance schedule that includes task details and frequency reassuring the planting, maintenance and survival of all plants across Parcel A and within the roof gardens of both Buildings L and M; and

(f) Details of all landscaping including those combined with the public realm works proposed across the Gore Street interface,

to the satisfaction of the Responsible Authority.

Ongoing Landscape Plan Requirement

11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

to the satisfaction of the Responsible Authority.

Tree Management Plan

12. In conjunction with the submission of development plans under Condition 1, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:

    (a) the protection of existing street trees outside the property's frontage:

        (i) pre-construction;

        (ii) during construction; and

        (iii) post construction.

    (b) the provision of any barriers;

    (c) any pruning necessary; and

    (d) watering and maintenance regimes.

Ongoing Tree Management Plan Requirement

13. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority

Amended Sustainable Management Plan

14. In conjunction with the submission of development plans under Condition 1, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the *Sustainability* Management Plan (SMP) prepared and authored by Lucid and dated 23 June 2022 but modified to show:

    (a) Updated daylight report to show daylight modelling to living and kitchen areas to demonstrate compliance with BESS daylight standards;

    (b) Improve the cooling performance of the development to ensure that all dwellings have a cooling load no higher than 30 MJ/m2/year;

    (c) operational emissions from this development be reduced to net-zero with renewable energy;

    (d) Provision of two bicycles per dwelling;

    (e) Confirmation that external windows to common area corridors are operable to enable access to natural ventilation;

    (f) Demonstrate compliance with Standard D29 Natural Ventilation of the Better Apartment Development Standards;

    (g) Confirmation of 75,000 litres of rainwater storage for toilet flushing;

    (h) Details on the number and location of EV charge points with all carparking spaces 'EV ready' in line with council guidelines, demonstrated in updated documentation;

    (i) Alter the floor plate to improve the sight lines and external views from living areas to dwellings SH2, SH3 and SH4 in Building L to improve outlook; and

(j) Consider avoiding PVC altogether or specify from sources that demonstrate compliance with Green Star Best Practice Guidelines.

Prior to occupation Sustainable Management Plan Requirement

15. Prior to the occupation of the development approved under this permit, a report from the author of the sustainable management plan, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the sustainable management plan have been implemented in accordance with the approved plan.

Ongoing Sustainable Management Plan Requirement

16. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Amended Wind Impact Assessment Required

17. In conjunction with the submission of development plans under Condition 1, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Impact Assessment will be endorsed and will form part of this permit. The amended Wind Impact Assessment must be generally in accordance with the Wind Impact Assessment prepared and authored by MEL Consultants titled Environmental Wind Speed Measurements dated a April 2022, but modified to:

    (a) Assess the proposal as amended pursuant to Condition 1.

Ongoing Wind Assessment Requirement

18. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic Report

19. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be prepared and submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared and authored by Stantec Australia Pty. Ltd. and dated 25 May 2022, but further modified to assess and include the following:

    Road traffic noise

    (a) Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements;

    (b) The noise logging data remeasured from an unshielded location to ensure that the noise criteria will be met;

    (c) Noise modelling prepared to predict road traffic noise to the subject site with further confirmation whether the presented noise levels are free field or façade reflected;

    Noise Protocol Part I limits

    (d) Background noise measured with all correct limits determined, correct zoning levels and zoning levels less 3 dB as the interim noise limits;

    Noise from the high school mechanical plant

    (e) Noise from mechanical plant at the high school be quantified by measurement or verification of equipment noise levels by inspection and/or review of the design;

(f) Confirmation by the school regarding operation times of the equipment;

(g) Further advice should be provided in the report for achieving the levels provided in the City of Yarra Noise Guidelines (as reproduced in Section 3.1.2 of this review) if the equipment exceeds the relevant Noise Protocol limits, and noise control cannot be practically implemented at the source (in consultation with the school);

Noise from the high school roof sports court

(h) Noise from the basketball court quantified via measurement and assessed to indoor criteria in accordance with the city of Yarra Noise Guidelines for new residential developments near existing outdoor patron areas (35 dBA Leq during the day/evening period) with an Lmax criterion of no greater than 50 dBA adopted for whistle noise;

Ground floor gym

(i) An assessment of noise from the ground floor gym with guideline levels presented in the 'Association of Australasian Acoustical Consultants Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities' with generated noises to apartments to not exceed:

(i) Day: LAFmax(31.5 Hz to 250 Hz) ≤ 35 dBA;

(ii) Evening: LAFmax(31.5 Hz to 250 Hz) ≤ 30 dBA;

(iii) Night: LAFmax(31.5 Hz to 250 Hz) ≤ 25 dBA;

(j) Identify all practical measures to minimise impacts and operational controls implemented as required to address residual impacts;

Food and beverage tenancies

(k) Quantify the hours of operation and if operating during the night period, manage the impact of all relevant noise sources to limit any impacts on dwellings within Parcel A;

Roof Terrace

(l) Guidance for managing impact noise from the roof terraces to the apartments below in each setting; and

(m) The acoustic report must make recommendations to limit the noise impacts in accordance with the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority.

Ongoing Acoustic Report Requirement

20. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Green Travel Plan

21. In conjunction with the submission of development plans under Condition 1, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact Traffic Engineering Pty. Ltd, but modified to reference:

(a) The proposal as amended pursuant to Condition 1;

(b) Description of the location in the context of alternative modes of transport;

(n) Employee welcome packs (e.g. provision of Myki/transport ticketing);

(o) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(p) A designated 'manager' or 'champion' responsible for co-ordination and implementation;

(q) Details of bicycle parking and bicycle routes;

(r) Details of Green Travel funding and management responsibilities;

(s) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(t) Security arrangements to access the employee bicycle storage spaces;

(u) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and

(v) Provisions for the GTP to be updated not less than every five years.

Ongoing Green Travel Plan Requirement

22. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

23. In conjunction with the submission of development plans under Condition 1, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid and dated 225 July 2022 but modified to:

(a) Assess the proposal as amended under Condition 1 and its requirements; and

(b) The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Ongoing Waste Management Plan Requirement

24. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Lighting Plan Required

25. Before the development commences, a Public Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Lighting Plan must address lighting around the periphery of both Buildings L and M including within the open space areas (both the private and publicly accessible) at the ground floor. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must provide for (as relevant):

(a) A lighting scheme designed for both public highway and new open public areas and open space and the historic Valve House, within the curtilage of the property that complies with uniformity requirements as per standard AS1158.3.1;

(b) The control of light spillage into the windows of existing and proposed residences to comply with the requirements of AS 4282 – 2019," Control of the obtrusive effects of outdoor lighting";

(c) The locations of any new light poles so as not to obstruct access into private garages/off and on street parking places;

(d) Lighting to all primary pedestrian access points to a residential property to satisfy at least level P4 as per AS 1158.3.1;

(e) A maintenance regime for the lighting scheme within the curtilage of the property;

(f) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible;

(g) Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

(i) located;

(ii) directed;

(iii) shielded; and

(iv) of limited intensity,

to the satisfaction of the Responsible Authority.

Ongoing Public Lighting Plan Requirement

26. The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Use - Food and drink premises

27. Except with the prior written consent of the Responsible Authority, the food and drink premises authorised by this permit may only operate between the following hours:

(a) To be confirmed by DELWP……..

Use - Indoor Recreation (Gym)

28. Except with the prior written consent of the Responsible Authority, the indoor recreation (gym) areas authorised by this permit may only operate between the following hours:

(a) … To be confirmed by DELWP ….

29. Except with the prior written consent of the Responsible Authority, the restricted recreation areas authorised by this document may only operate with the following patron numbers:

(a) Gymnasium - To be confirmed by DELWP…

Public Realm Plan(s) / Works / Road Infrastructure / Street trees

30. Prior to the occupation of the building (s) or by such later date as is approved by the Responsible Authority and the City of Yarra, **Detailed Design plans (Civil and Landscape)** for the proposed **Gore St** must be prepared, submitted and approved by the Responsible Authority and the City of Yarra. When approved, the plan will be endorsed and will then form part of the permit. The Detailed Design plans must include, but not be limited to, the following:

(a) Detailed layout plan indicating all existing and proposed features and surface levels;

(b) Longitudinal sections along the property boundary, back of kerb and invert of the channel;

(c) Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade;

(d) Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details;

(e) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type;

(f) Public lighting plan;

(g) Signage & line marking plan;

(h) All streetscape details in accordance with the Urban Design and Open Space departments within Council;

(i) All surfaces must be designed in accordance with DDA requirements;

(j) The maximisation of greenery and not rely on wall panelling for added greenery;

(k) Distinct delineation between public and private land along all interfaces;

(l) All private aspects / infrastructure must be located within the private property boundary and not protrude into the public road reserve;

(m) Existing surface levels must not be altered unless approved by the Responsible Authority. To obtain DDA compliant surface grades the finished surface levels within the private property must be adjusted;

(n) That Building L addresses the levels and grading to ensure a gentle grade/fall along the full length of Gore Street;

(o) That a generous separation is provided between the car park and the building entrance of Building L, to create a safer experience for users;

(p) Investigate if the ramp at the entrance of Building L could be removed to make way for planters;

(q) A clear path of travel under the 'colonnade' space along the Gore Street frontage of Building L and its surface delineated with a different treatment to the vehicle crossover;

(r) Confirmation of the entrance to the bike store of Building L;

(s) Construction details of any ramps between the columns of Building L; and

(t) Confirmation that the ground floor under-croft of Building L will be open and not sealed off with glazing.

31. Prior to the occupation of the building (s) or by such later date as is approved by the Responsible Authority and the City of Yarra, **Detailed Design plans (Civil and Landscape)** for changes to the **Alexandra Parade** interface must be prepared, submitted and approved by the Responsible Authority and the City of Yarra. When approved, the plan will be endorsed and will then form part of the permit. The Detailed Design plans must include, but not be limited to, the following:

(a) Detailed layout plan indicating all existing and proposed features and surface levels;

(b) Longitudinal sections along the property boundary, back of kerb and invert of the channel;

(c) Cross sections from property boundary to crown of the existing pavement at 5 metre intervals indicating existing and proposed levels at changes in grade;

(d) Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details;

(e) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type;

(f) Public lighting plan;

(g) Signage & line marking plan;

(h) All streetscape details in accordance with the Urban Design and Open Space departments within Council;

(i) All surfaces must be designed in accordance with DDA requirements;

(j) The maximisation of greenery and not rely on wall panelling for added greenery;

(k) Distinct delineation between public and private land along all interfaces;

(l) All private aspects / infrastructure must be located within the private property boundary and not protrude into the public road reserve;

(m) Existing surface levels must not be altered unless approved by the Responsible Authority. To obtain DDA compliant surface grades the finished surface levels within the private property must be adjusted;

(n) That all elements of the building (columns planters etc of Building L) are set back 1m from the title boundary;

(o) A detailed public realm improvement plan be provided for the full width Alexandra Parade, demonstrating complete design integration between public and private land;

(p) All required handrails, landings and tactiles must be accommodated for within the subject site boundary; [covered by condition 2(d)];

(q) Provision of a stairway entrance from Alexandra Parade to Building L and a DDA accessible entrance within the Gore Street under-croft of Building L;

(r) The bike storage location and main entrance of the Building L interface to Alexandra Parade reconfigured to allow for more active land uses with increased transparency to enhance the frontage and improve the public realm interface; and

(s) The ramp to the Medical Centre rationalised in terms of necessity (i.e. whether it could be replaced with a DDA compliant lift) or set further east to create a more welcoming and generous space around the Valve House and the communal courtyard.

32. Prior to the occupation of the building (s) or by such later date as is approved by the Responsible Authority and the City of Yarra, **Detailed Design plans (Civil and Landscape)** for changes to the **George Street** interface must be prepared, submitted and approved by the Responsible Authority and the City of Yarra. When approved, the plan will be endorsed and will then form part of the permit. The Detailed Design plans must include, but not be limited to, the following:

(a) Detailed layout plan indicating all existing and proposed features and surface levels;

(b) Longitudinal sections along the property boundary, back of kerb and invert of the channel;

(c) Cross sections from property boundary to crown of the existing pavement at 5 metre intervals indicating existing and proposed levels at changes in grade;

(d) Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details;

(e) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type;

(f) Public lighting plan;

(g) Signage & line marking plan;

(h) All streetscape details in accordance with the Urban Design and Open Space departments within Council;

(i) All surfaces must be designed in accordance with DDA requirements;

(j) The maximisation of greenery and not rely on wall panelling for added greenery;

(k) Distinct delineation between public and private land along all interfaces;

(l) All private aspects / infrastructure must be located within the private property boundary and not protrude into the public road reserve;

(m) Existing surface levels must not be altered unless approved by the Responsible Authority. To obtain DDA compliant surface grades the finished surface levels within the private property must be adjusted;

(n) That all elements of the building including planter boxes are set back 2m from the title boundary and that a detailed public realm improvement plan is provided for the full width of George Street, demonstrating complete design integration between public and private land;

(o) All required handrails, landings and tactiles accommodated within the subject site boundary;

(p) Clarify if there will be a gate or other security measure closer to the footpath and associated with the Building M entrance;

(q) Review the location of the airlock of Building M to decrease the publicly accessible under croft / setback and reduce the space for potential for loitering;

(r) All access paths and stair locations to the ground floor private terraces of dwellings within Building M modified (including but not limited to highlighted area below) to maximise useable terrace space with an increase in the planter sizes (deep soil preferably) to achieve more greenery / trees and screening for the dwellings;

(s) Confirmation of maintenance of planters to be undertaken by residents or the body corporate; and

(t) Planters must have integrated irrigation systems and drainage.

33. Prior to the occupation of the building (s) or by such later date as is approved by the Responsible Authority and the City of Yarra, **Detailed Design plans (Civil and Landscape)** for changes to the **Southern Access Road** interface must be prepared, submitted and approved by the Responsible Authority and the City of Yarra. When approved, the plan will be endorsed and will then form part of the permit. The Detailed Design plans must include, but not be limited to, the following:

(a) Detailed layout plan indicating all existing and proposed features and surface levels;

(b) Longitudinal sections along the property boundary, back of kerb and invert of the channel;

(c) Cross sections from property boundary to crown of the existing pavement at 5 metre intervals indicating existing and proposed levels at changes in grade;

(d) Stormwater drainage in accordance with the Council approved Stormwater Management plan, including design computations, longitudinal sections, pit schedule and details;

(e) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type;

(f) Public lighting plan;

(g) Signage & line marking plan;

(h) All streetscape details in accordance with the Urban Design and Open Space departments within Council;

(i) All surfaces must be designed in accordance with DDA requirements;

(j) The maximisation of greenery and not rely on wall panelling for added greenery;

(k) Distinct delineation between public and private land along all interfaces;

(l) All private aspects / infrastructure must be located within the private property boundary and not protrude into the public road reserve;

(m) Existing surface levels must not be altered unless approved by the Responsible Authority. To obtain DDA compliant surface grades the finished surface levels within the private property must be adjusted;

(n) The substation and switch room on the ground floor of Building M relocated to allow for an expanded landscaped area in the Southern Access Road;

(o) The basement lift within Building M relocated, and the café layout extended to the northeast corner of the building; and

(p) Confirmation that the ground floor under-croft of Building L will be open and not sealed off with glazing.

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the works shown on the endorsed Public Realm Plan must be carried out and completed to the satisfaction of the Responsible Authority and the City of Yarra.

Road works / Public Realm – Section 173 Agreement

35. Unless otherwise agreed by the Responsible Authority, prior commencement of the development (excluding retention, bulk excavation and early works) authorised by this permit, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority and the City of Yarra under section 173 of the Planning and Environment Act 1987, which provides for the following:

(a) Before the occupation of the development approved by this permit, Alexandra Parade, George Street, Gore Street and the Southern Access Road, along the site frontages must be substantially completed to the satisfaction of the Responsible Authority, including appropriate connections to the adjoining sections of Gore Street and Southern Access Road;

(b) Sections of the Alexandra Parade and the George Street footpaths that lie outside the building envelope but within the title boundaries to be vested with Council unless otherwise agreed and acceptably delineated;

(c) Before occupation of the development approved by this permit, the sections of Alexandra Parade and George Street adjacent to the title boundaries must be substantially completed to the satisfaction of the Responsibility;

(d) The cost of the design and carrying out these works to be borne by the owner of the land;

(e) Landscaping works at the interface with the George Street, Alexandra Parade, Gore Street and the Southern Access Road and street tree planting along as outlined in the Landscape Plan to be approved as part of the approved development plan;

(f) Construction of the central plaza between Buildings L and M in accordance with the architectural plans and landscape plans to be approved as part of the approved development plan, including all surface treatments, landscaping, furniture and lighting as required by this planning permit;

(g) Unfettered 24-hour public access over any part of the land to be vested in Council;

(h) Provision of public infrastructure necessary as a result of the development and in accordance with Yarra City Council's technical standards i.e. bins, lighting, seating, bicycle hoops;

(i) Reconstruction of damaged roads, footpaths and any other infrastructure assets;

Drainage works (to include water sensitive design);

(j) All works to be designed and constructed to the satisfaction of the Responsible Authority;

(k) MELBOURNE WATER CONDITIONS AS DETERMINED APPROPRIATE BY DELWP….; and

(l) DEPARTMENT OF TRANSPORT CONDITIONS AS DETERMINED APPROPRIATE BY DELWP…

36. The owner, or other person in anticipation of becoming the owner, must meet all the expenses of the preparation and registration of the agreement, including the Responsible Authority's costs and expenses (including legal expenses) incidental to the preparation, registration and enforcement of the agreement.

37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority and the City of Yarra, any damage to public infrastructure (footpath, kerb and channel, etc) caused by connection works for underground utility services, must be reconstructed:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority and the City of Yarra, the full width road pavement outside the property's frontage must be profiled and re-sheeted:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

39. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

40. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority.

41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

(a) in accordance with any requirements or conditions imposed by Council;

(b) at the permit holder's cost; and

(c) to the satisfaction of the Responsible Authority.

42. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

43. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

General

44. The amenity of the area must not be detrimentally affected by the use or development, including through:

    (a) the transport of materials, goods or commodities to or from land;

    (b) the appearance of any buildings, works or materials;

    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

    (d) the presence of vermin,

    to the satisfaction of the Responsible Authority.

45. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

46. The development must comply at all times with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021).

47. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

48. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

49. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

50. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

51. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Privacy screens

52. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

Environmental Audit (Statement or Certificate) – TO BE CONFIRMED BY DELWP

53. Before the development authorised by this permit commences, a Preliminary Risk Screen Assessment (PRSA) of the land to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The PRSA must be prepared in accordance with Part 8.3 of the Environmental Protection (EP) Act 2017 and done by an environmental auditor appointed under the EP Act to the satisfaction of the Responsible Authority and must include:

    (a) Desktop assessment of the likely site contamination;

    (b) Site inspection;

    (c) May included limited field investigations and sampling conducted to the standard established in Schedule B2 of National Environment Protection (Assessment of Site Contamination) Measure 1999 (ASC NEPM); and

    (d) To make recommendations on likelihood of contamination and whether further assessment is necessary i.e.an Audit.

54. If the assessment required by condition ### does not result in a recommendation that an Environmental Auditor be appointed to undertake an Environmental Audit or Environmental Audit Statement in accordance with the provisions of the EP Act, all provisions, recommendations and requirements of the PRSA must be implemented and complied with to the satisfaction of the Responsible Authority.

55. If the assessment required by condition ### results in a recommendation that an Environmental Auditor be appointed to undertake an Environmental Audit in accordance with the provisions of the EP Act, before the construction of the development authorised by this permit commences, the Environmental Auditor appointed must undertake an Environmental Audit in accordance with the provisions of the EP Act and issue:

    (a) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit; or

    (b) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.

56. If, pursuant to condition ###, a Statement is issued:

    (a) the development authorised by this permit must not be undertaken unless the Statement clearly states that the land is suitable for the sensitive use for which the land is being developed;

    (b) the development authorised by this permit must not be undertaken until compliance is achieved with the terms and conditions that the Statement states must be complied with before the development commences (pre-commencement conditions);

    (c) before the construction of the development authorised by this permit commences, a letter prepared by the Environmental Auditor which states that the pre-commencement conditions have been complied with must be submitted to the responsible authority;

(d) if any term or condition of the Statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:

(i) provide for the undertaking of the ongoing maintenance and monitoring as required by the Statement; and

(ii) be executed before the sensitive use for which the land is being developed commences; and

(e) the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).

Construction Management Plan

57. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to,:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(q) any site-specific requirements;

During the construction:

(r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(t) vehicle borne material must not accumulate on the roads abutting the land;

(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Ongoing Construction Management Plan Requirement

58. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Construction Times

59. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time expiry

60. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit;

(b) the development is not completed within four years of the date of this permit; and

(c) the use (food and drink premises and indoor recreation - gym) is not commenced within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirement of the Environmental Audit Overlay must be met prior to the commencement of the development permitted under the permit.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

All future employees, residents, future owners and occupiers within the development approved under this permit will not be permitted to obtain business, resident or visitor parking permits.

These premises will be required to comply with the Food Act 1984. The use must not commence until registration, or other approval, has been granted by Council's Health Protection Unit.

Attachments

1⇩ Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan

2⇩ Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

3⇩ Attachment 3 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part A

4⇩ Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

5⇩ Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

6⇩ Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan

FITZROY GASWORKS

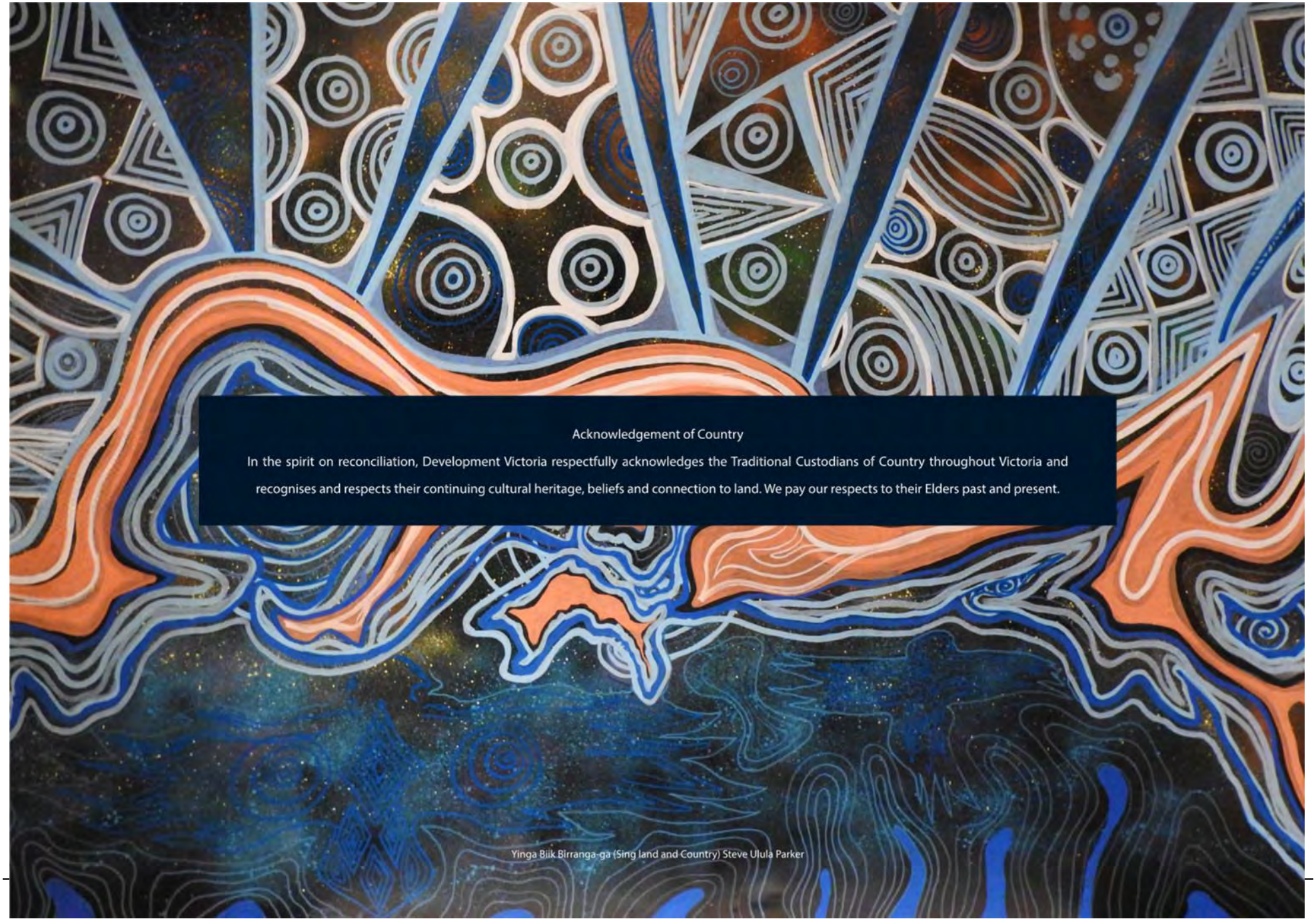
Development Plan

433 Smith Street, North Fitzroy 3068

DEVELOPMENT VICTORIA

VICTORIA State Government

Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan



Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan

Contact

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Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan

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Glossary

Term	Definition
Amenity	Physical components of development that provide inherent environmental, social and economic advantages. This can include building quality, provision of services and open spaces and an increased sense of community.
Active Frontage	Refers to a street frontage where there is an active visual engagement between people in the street and those within the building, particularly on the ground floor level.
Affordable Housing	As defined under Section 3 of the Planning and Environment Act 1987, Affordable Housing is "housing, including social housing, that is appropriate for the housing needs of very low, low and moderate income households". Maximum income bands for each household group are published annually by the State Government. Affordable Housing must be appropriate for a very low, low or moderate income household's needs, which is established by Governor in Council Order as requiring consideration of a range of matters including housing need, affordability, dwelling type, tenure, location, allocation, integration and longevity of benefit.
Affordable Housing Report	Refers to a report to be submitted by an Applicant that addresses how a proposal meets the Affordable Housing objectives and aligns to the Development Plan.
Built Form	A physical description of a development that can include building mass and height, cohesiveness with surrounding character, setbacks, fencing and parking structures.
Communal Area	An area within a private site providing for informal recreation activities for common use by building occupants and, in some cases, visitors. It is distinct from private open space.
Development Plan Site	Refers to the area of land bounded by Alexandra Parade, Queens Parade, Smith Street and George Street that is subject to the requirements of DPO16.
DPO16	Yarra Planning Scheme, Clause 43.04 - Development Plan Overlay, Schedule 16: 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks).
Dwelling Diversity	Refers to the different types of residential dwellings that are provided as part of the development. Specific to the Fitzroy Gasworks Development, dwelling diversity refers to apartments of differing sizes (e.g. 1, 2 & 3 bedrooms).
Environmentally Sustainable Design	Components of a development that reduce negative impacts on the environment, improve the health and comfort of building occupants as well as overall building performance.
Equivalent Value	Equivalent value refers to the value that is equal to or greater than the contribution the landowner would otherwise make if 20 per cent of dwellings were provided as Moderate Affordable Housing.
Eligible Household	An Eligible Household is a household whose gross annual income by household type is within the Affordable Housing income ranges as prescribed under Section 3AB of the Planning and Environment Act 1987 (P&E Act) from time to time, with reference to their family status at the point of dwelling allocation (sale or rent).
Family Friendly Housing	Housing that is suitable for households with one or two adults and child(ren) and comprises of two or more bedrooms.
FGW	Fitzroy Gasworks.
Public Open Space	Under the Subdivision Act 1988 – SECT 18, public open space is intended as a place of public resort or recreation to be vested in Council. A public open space may be provided as a plaza, park and square.
Public Realm	Spaces that are open to the public including parks, plazas, footpaths and roads.
Registered Housing Agency	A not-for-profit charitable organisation regulated by the Victorian Housing Registrar with a purpose to own, manage and/or develop affordable rental housing. An organisation may be registered as a Housing Association or a Housing Provider.
Setbacks	Refers to the distance that a building is constructed from either a front, side or rear boundary. Building setbacks can also be implemented in upper levels of multi-storey developments.
School Site	The north-western portion of the Development Plan Site that is owned by the Department of Education and Training and which is to be developed by the Victorian School Building Authority.
Social Housing	Social Housing is housing owned and/or managed by the State Government (public housing) or a Registered Housing Agency where the dwelling is allocated to households that meet the Victorian Housing Register eligibility requirements.
SRI	Solar Reflectance Index.
Victorian Housing Register	The Victorian Housing Register is a register of households that have applied for Social Housing in Victoria. Income and asset tests apply.

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Not in Use

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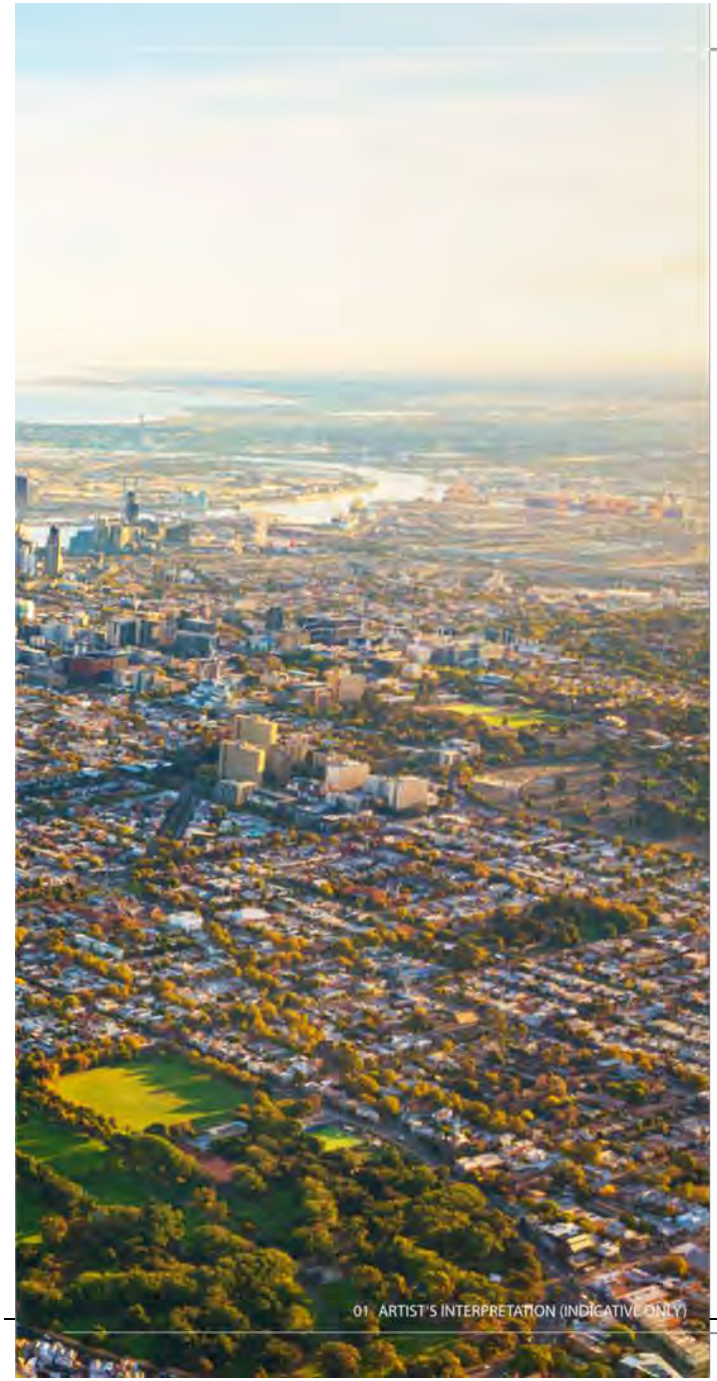
Fitzroy Gasworks will be a whole of government approach to Urban Renewal, delivering an integrated, sustainable and thriving urban village that showcases the revitalisation of a strategic inner-city site for a growing Melbourne.





01 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 1.0 Introduction

1.1 Vision

This Development Plan applies to land known as the former Fitzroy Gasworks (FGW) at 111 Queens Parade, and 433 Smith Street, Fitzroy North (Crown Allotments A5, A7 and 2025, Parish Jika Jika, County of Bourke). The FGW site is an important part of Fitzroy North's industrial and social heritage. The four hectare site is bounded by Queens Parade to the north, Smith Street to the east, Alexandra Parade to the south and George Street to the west.

The site is of both state and local significance, presenting as an opportunity to direct urban housing growth to a location with high levels of amenity and access to public transport and surrounding activity centres. At a local level, the site currently exists as a 'blockage' in the urban fabric. The redevelopment and renewal of the site will provide an opportunity to establish links to missing connections, open space and a safe and welcoming environment. The general vision and intent of the DP will be adhered to however may be further updated and refined by more detailed submissions at time of planning application lodgment based on the market and learnings at the time.

The revitalisation of the precinct will include:

- Approximately 1,200 apartments, 20 per cent of which will be Affordable Housing.
- Flexible spaces at ground level, capable of accommodating Disability Accommodation (SDA), commercial, office and community uses.
- A community facility to be developed in consultation with Council.
- Most long term car parking to be located underground.
- Two bicycle spaces per dwelling.
- Approximately 8.7% per cent of the site to be offered as public open space, with additional communal open space associated with residential development.
- A comprehensive suite of sustainable development features.
- Valve House to be retained and enhanced.

Additional elements will be implemented through separate approval processes:

- A 650-student senior high school campus is being built for Collingwood College and Fitzroy High School, scheduled to open Term 1, 2022.
- A six-court sports facility integrated with the school that caters for a range of sports.
- Planning an accessible tram stop on Smith Street.
- A new pedestrian crossing and traffic management works on Queens Parade.
- Relocation and restoration of the Porter Iron Store.

1.2 About Development Victoria

Development Victoria is the Victorian State Government Development agency and master developer for the Fitzroy Gasworks precinct. Development Victoria will play a key ongoing role in delivering the precinct through its own development, and also partnering with the private sector. When partnering with the private sector to deliver, Development Victoria will use Development Agreements and other processes to reinforce the key principles of the Development Plan to ensure the precinct vision is realised on behalf of the State Government and Community.

1.2.1 Planning Process

Development Victoria has prepared the Development Plan following extensive consultation with key stakeholders, Council and community. Development Victoria will also play a key coordination role as part of future planning permit submissions, including implementing design review processes prior to formal submissions by either Development Victoria, or private sector development partners.

1.2.2 Parcel A Delivery

Development Victoria will lead development of Parcel A which is proposed to include Affordable Build to Rent and Social Housing (Subject to State Government funding). Parcel A will be prioritised for development, and will deliver the majority of the precinct affordable housing requirement, ensuring that this benefit is realised at the earliest opportunity.

1.2.3 Parcels B & C Delivery

Development Victoria will enter into development agreements with one or more private sector development partners to deliver Parcels B and C. Development Victoria will use the competitive market engagement process to secure design, sustainability, affordability and community development commitments. As part of this process the private sector will be required to submit proposed implementation plans for review by Development Victoria, with final plans to be included in development agreements.

1.2.4 Affordable Housing

Development Victoria will target the majority of the precinct's affordable housing within Parcel A as a priority, including seek funding from Government for Social Housing. Development Victoria will engage with the private sector to confirm proposed models for delivery of affordable housing within Parcels B and C with commitment to be secured in development agreements, ensuring that the overall 20% precinct affordable housing requirement is committed prior to the final planning permit being approved.

1.2.5 Sustainability

Development Victoria will manage implementation of sustainability commitment made under the 6 Star Green Star Communities rating through to recertification by no later than 2026. Parcel A buildings will achieve a minimum 5 Star Green Star buildings rating, and buildings within Parcels B and C will be certified to an equal or greater equivalent requirement.

1.2.6 Public Realm

Development Victoria will lead delivery of the public realm in accordance with the precinct vision and Council requirements as proposed future land owner. Development Victoria will enter into an appropriate agreement with Council to ensure clear responsibilities are established, including requirements for detailed design.

1.2.7 Governance

Development Victoria will manage implementation of appropriate governance arrangements across the precinct to ensure processes are in place to manage deliver and operation phases. This may include confirming commitments on title where relevant and appropriate.

1.3 Engagement Process

The preparation of this Development Plan has been supported by extensive engagement that has taken place since the inception of the project in 2016.

1.3.1 Community Reference Group

In 2017, a Community Reference Group (CRG) was established with members from a variety of local interest groups. The CRG has played a key role providing input into the formulation of the masterplan and development plan for the site. It is expected that the CRG will continue to play an important role through the life of the development.

1.3.2 Referral Authorities

In preparing the Development Plan, Development Victoria has engaged heavily with numerous referral authorities including, DepartmentofTransport,CityofYarra,HeritageVictoria,Department of Environment, Land, Water and Planning, Melbourne Water, Yarra Trams and the Department of Education and Training.

1.3.3 Community Engagement (2016)

In 2016, the initial vision for the Fitzroy Gasworks Site was taken out to the community, where they were given the opportunity to provide important feedback on the planning process. Key themes emerging from this initial round of engagement included:

- Recreation and open space
- Built form and land use mix
- Community facilities and amenity
- Transport and permeability
- Heritage
- Environment
- Planning and engagement processes

1.3.4 Community Engagement (2017)

In response to the exhibition of the draft Master Plan in 2017, the following feedback was received from the community:

- Community members regard open space as crucial to the future design. They would like opportunities for recreation.
- Concerns were heard relating to density and over development. Community members would like to see the height of buildings restricted to keep with the character of the local area.
- Active transport is highly valued by community members. Engagement participants have strongly advocated for a design that facilitates walking and cycling. There is a desire to see the design connect with existing public transport.
- The proposed community facilities and spaces are valued by community members. Aged care/supporting living and childcare/kindergarten were most frequently cited as 'essential' or 'important' in survey results.



02 2019 COMMUNITY ENGAGEMENT

1.3.5 Draft Development Plan Engagement (2019)

In October 2019, community feedback was provided for the draft Development Plan via an online survey, pop-up information sessions, and two drop-in sessions. Key findings included:

- A need for careful consideration of parking provisions to both manage impacts on surrounding residential areas and to increase active transport use.
- A desire to see strong connections between existing communities and public spaces to the site with participants recognising the challenges associated with the site being bounded by major road networks.
- Public art is considered a key opportunity to activate the site and to be considered in the future use of the Valve House.
- Height and building mass are a concern for some local residents and the impact it will have on the existing neighbourhood character, however many participants were in support of the building heights having been reduced from what was presented as part of the initial concept plans for the site in 2017.
- Much support was received for the increase and design of the public open space to allow greater use by the broader community.



03 ENGAGEMENT TIMELINE

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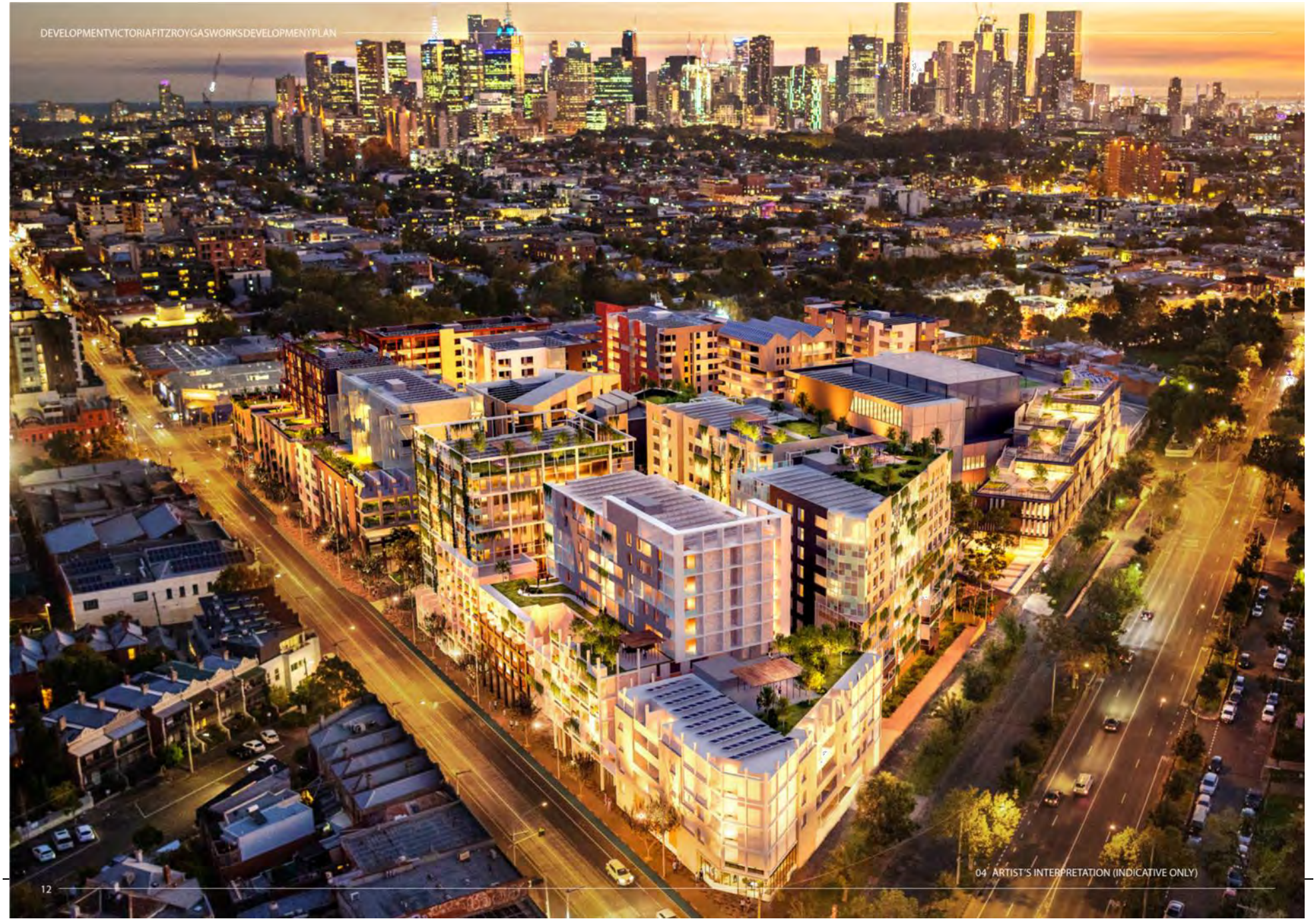

1.4 Overview

This Development Plan has been prepared in accordance with the requirements of Development Plan Overlay - Schedule 16 (DPO16) encompassed by the Yarra Planning Scheme. The document sets out the overall vision and addresses the key requirements of DPO16. At a high level, the Development Plan responds to the following requirements:

1.4.1 Development of a Mixed-Use Precinct

The proposed land use mix will consist of both residential and flexible Specialist Disability Accommodation (SDA), commercial and community uses, to ensure the creation of a vibrant mixed-use precinct that offers a variety of housing typologies, community facilities and opportunities for open space.

1.4.2 Responding to the Significance of Queens & Alexandra Parade

Development will ensure that the appropriate consideration is given to existing built form and vegetation that contribute to the heritage and character significance of Queens Parade and Alexandra Parade. This will include the stepping back of built form from the boundary line, as well as heights that vary to avoid creating a dominant wall of development. Active land uses will front both Queen Parade and Alexandra Parade to ensure that the pedestrian amenity and transparency of the ground level interface enhances the significance of both boulevards.

1.4.3 Enhancing Public Transport & Pedestrian Amenity on Smith Street

The development plans to include a new tram stop adjacent to the site entry along the Smith Street corridor to encourage use of existing tram services in connection with the development. Proposed works in Smith Street and Queens Parade sit outside the Development Plan Overlay and will be subject to separate community engagement and approval processes.

1.4.4 Create Useable and Safe Public Spaces & Pedestrian Links

A network of public and private open spaces across the precinct, connected by internal pedestrian pathways will guarantee useable, safe and accessible public spaces that will meet local needs and improve overall resident amenity and usability. Key pedestrian routes and integrated bicycle parking and additional on-road bicycle parks situated along internal roads will ensure that pedestrian and bicycle access into and through the precinct will support the proposed development and integrate activity with the surrounding neighbourhoods.

1.4.5 Provision of Affordable Housing

The Development Plan stipulates that 20% of dwellings (or equivalent) will be Affordable Housing. In response to the high and growing percentage of lone-person and couple without children households across the City of Yarra, a mix of studios, 1, 2 and 3 bedroom dwellings should be provided. This dwelling mix would be expected to cater towards a diversity of household structures including singles, couples, small families and share houses.

1.4.6 Community Infrastructure

The development will include a dedicated space for community infrastructure and other associated uses. Located immediately adjacent to the school site, this space will enable additional community infrastructure to be delivered as part of this proposed development. It will also ensure that any associated community uses complement the adjoining indoor sports courts and educational facility.

1.4.7 Sustainable Design

The development will include a number of key sustainable design features that aim to address water management, solar access and energy saving. The Green Star Communities rating tool has been applied to the precinct, and a 6 Star Certification has been achieved. This will be recertified every five years, being maintained until whole of precinct completion. Buildings delivered by Development Victoria will achieve a minimum 5-Star Green Star Buildings certified rating (or equivalent). Green Star will not be mandated as a rating tool for private developments, however certification to a 5-Star Green Star equivalent will be required, with the selection of final rating tools to be adopted for each building to be locked into Development Agreements.

Development Victoria will manage implementation of the 6 Star Green Star Communities rating commitments across the precinct.

1.4.8 Development Staging

The site will be delivered by a variety of parties over time. Public open space and community facilities will be delivered as part of each stage in accordance with the staging plan. This will ensure that the infrastructure required for each stage to operate is delivered without reliance on subsequent stages. One or more planning applications / consents may be required to secure the required approvals for each stage.

Please refer to section 1.2 for an overview of Development Victoria's role and vision for the Fitzroy Gasworks and how this relates to staging and securing policy outcomes for the precinct. Development Victoria will target delivery of affordable housing within Parcel A as a priority, including seeking funding from State Government for Social Housing. Development Victoria will engage with the private sector to confirm proposed models for delivery of affordable housing within Parcels B and C with commitment to be secured in development agreements, ensuring that the overall 20% precinct affordable housing requirement is committed as a condition of the final planning permit being approved.

Plan 05 provides an overview of proposed four project stages, with approximate inclusions for each stage in accordance with the table below.

Stage	1	2	3	4	Total
Affordable Housing %	0%	15%	2.5%	2.5%	20%
GFA (sqm)	0%	31,023	42,859	49,142	123,024
Car Spaces (No.)	0%	260	260	270	790
POS Vested in Council (m2)	2,645	790	0	0	3,435
Urban Greening %	25%	25%	25%	25%	100%



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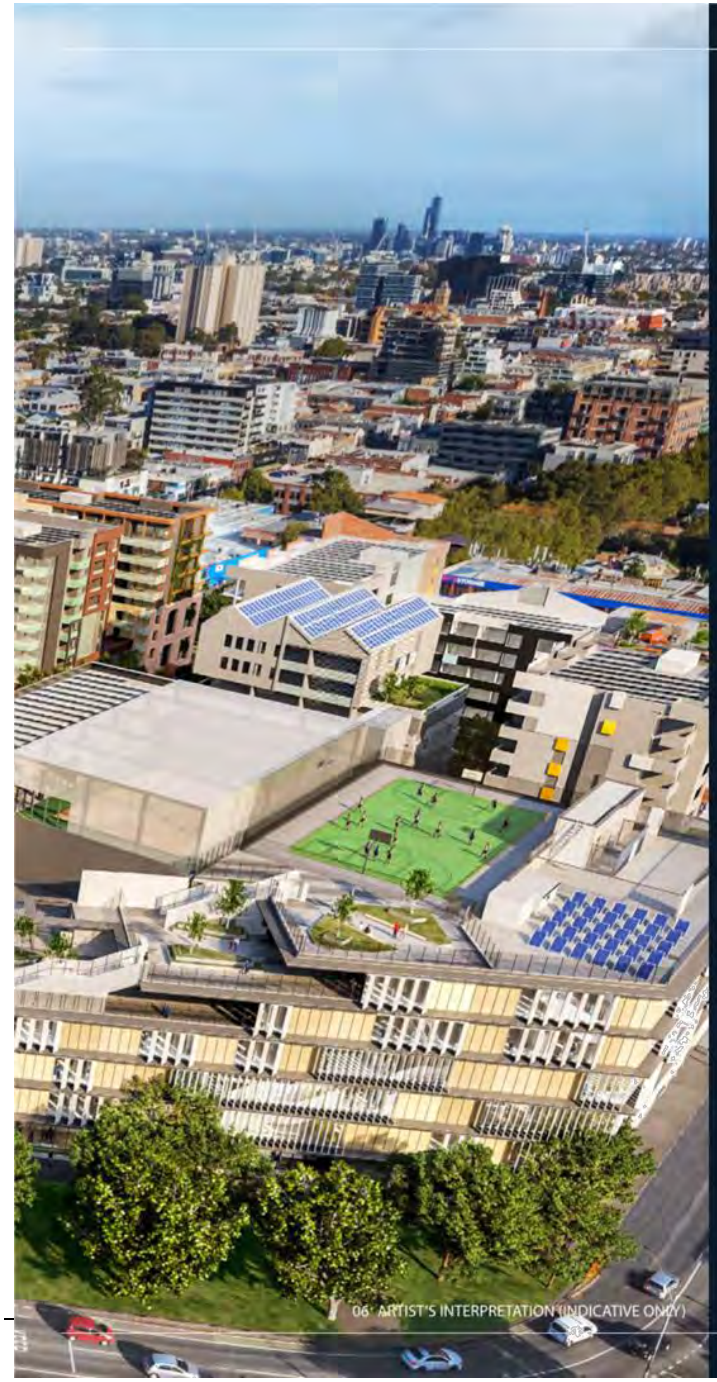


Development Plan Response

Part 2.0 Planning Considerations

2.1 Overview

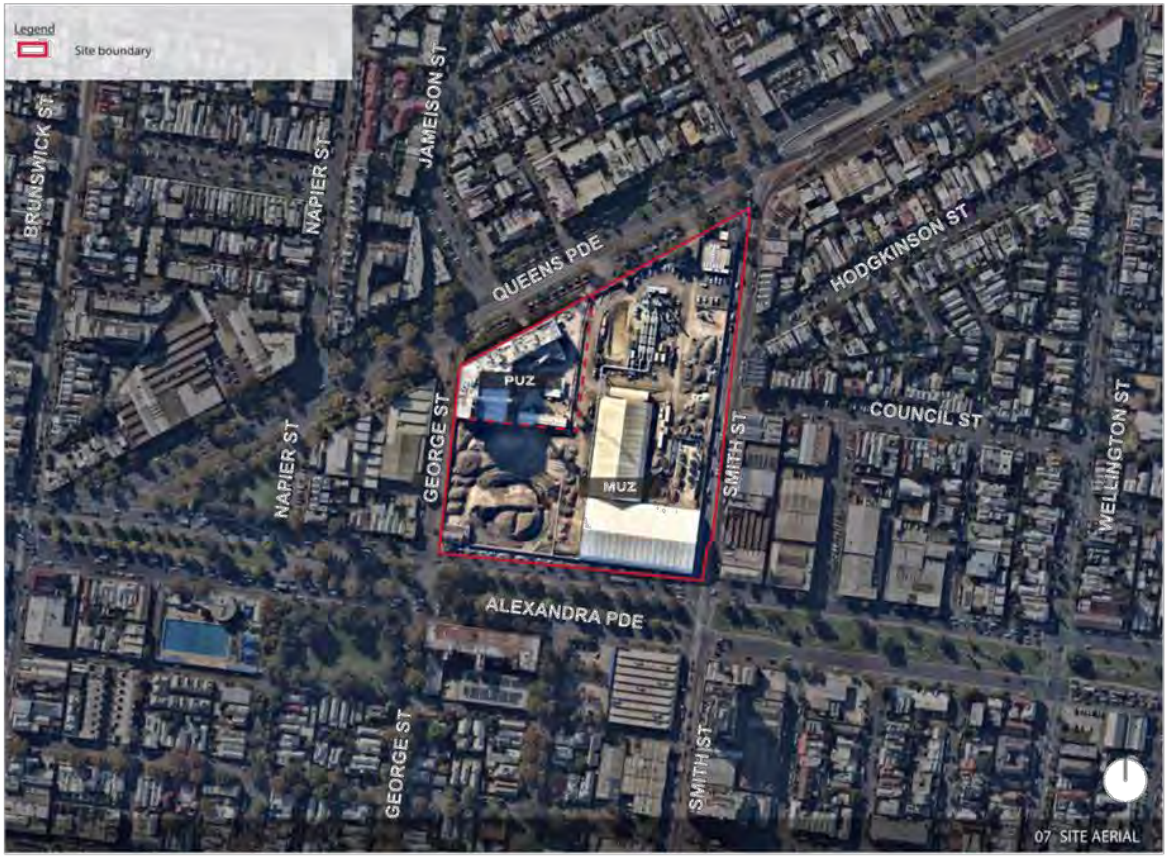
This Development Plan has been prepared in accordance with the requirements of Schedule 16 to the Development Plan Overlay within the Yarra Planning Scheme (DPO16).

This plan outlines an overarching master plan and design framework that will guide future development of the Fitzroy Gasworks site. Any future permit applications may slightly deviate from the DP. Where this is the case, expert reports will be provided to set out how the proposed deviation from the DP will not compromise the delivery of the DP Vision captured under 1.1 and 1.3 respectively. The document provides a guidance for future landowners and other stakeholders about the land uses, built form, landscaping, movement and infrastructure required on the site. This plan addresses the requirements of DPO16 in relation to;

- Development plan components; Site design and land use, Built form; and Movement.

This Development Plan has been informed by background documents that were prepared in accordance with DPO16:

- Community Engagement Strategy.
- Site Analysis and Design Response.
- Planning Report.
- Heritage Assessment.
- Landscape and Public Realm.
- Integrated Transport Plan.
- Environmentally Sustainable Design Strategy.
- Community Needs Assessment.
- Services and Infrastructure Plan.
- Stormwater and Flooding Management Strategy.
- Dwelling Diversity and Affordable Housing Report.



2.2 Planning Zones

This section provides a summary of the Planning Zones and Overlays that apply to the Fitzroy Gasworks site.

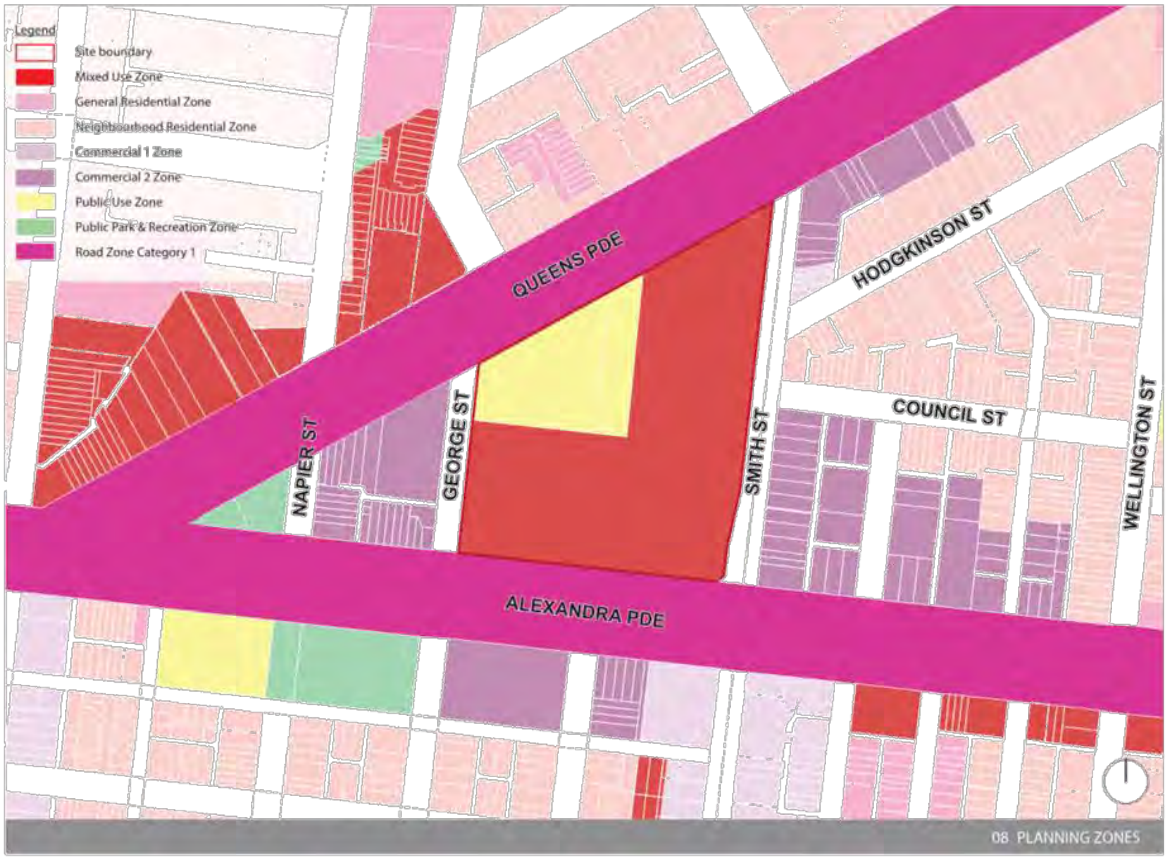
2.1.1 Mixed Use Zone (MUZ)

The MUZ provides for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality, as well as providing for housing at higher densities. The zone also encourages development that responds to the existing or preferred neighbourhood character of the area. The MUZ applies to south western, south, eastern and north-eastern parts of the subject site.

2.1.2 Public Use Zone - Schedule 2 (PUZ2)

The PUZ2 recognises public land use for public utility and community services and facilities. PUZ2 outlines the intent of the land to be used for the purposes of education.

The PUZ2 applies to the north-western portion of the site and is the location for the development of the recently constructed school.



2.3 Planning Overlays

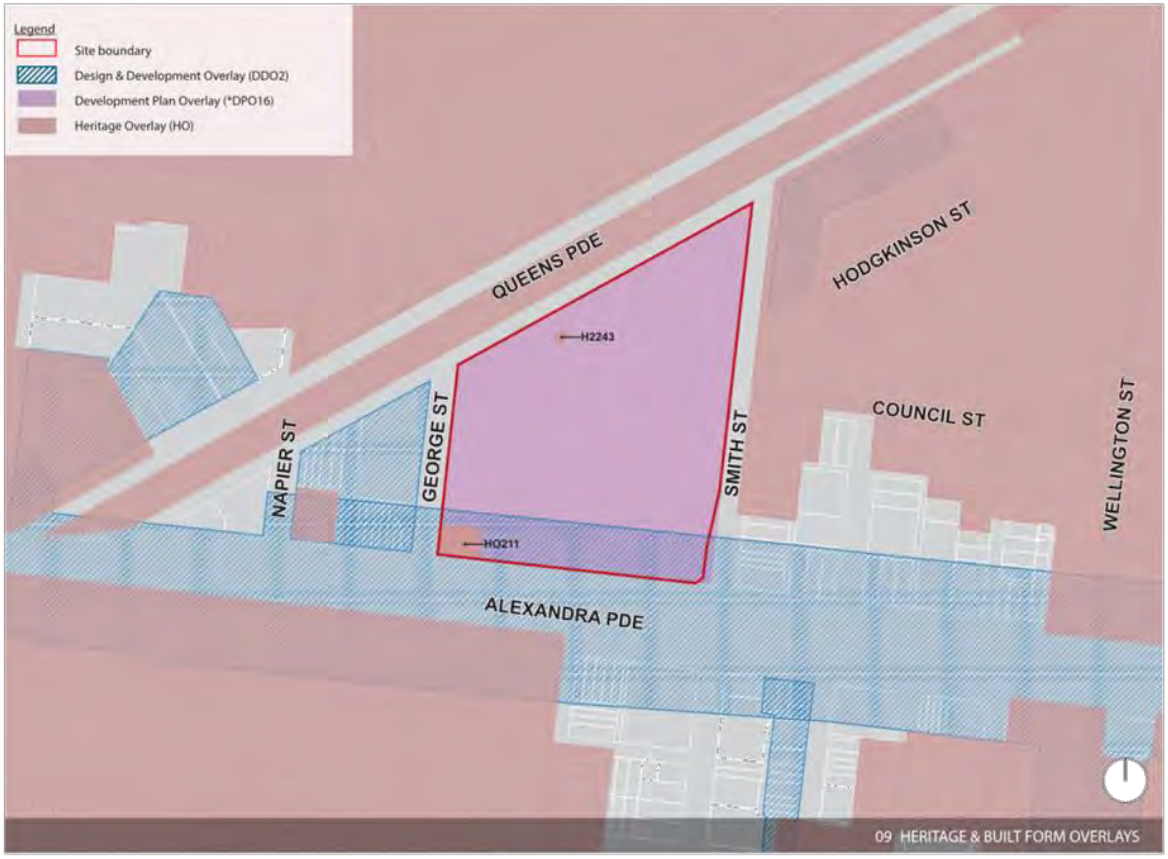
2.3.1 Heritage Overlay (HO)

The HO seeks to conserve and enhance heritage places of natural or cultural significance. It also ensures that development does not adversely affect the significance of heritage places.

Schedule HO211 identifies the Former Fitzroy Gasworks Valve House and Store, including an incorporated plan under the provisions of Clause 43.01. Work is underway to update the Planning Scheme to remove reference to the "Store" (H2243) as this has since been removed from the site.

2.3.2 Design & Development Overlay - Schedule 2 (DDO2)

DDO2 applies along the southern boundary of the site, along Alexandra Parade. This overlay seeks to recognise the importance of main roads to the image of the City and to retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.



2.3.3 Environmental Audit Overlay (EAO)

The EAO applies to the whole site. This overlay seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination. Site decontamination is currently underway, and will be completed prior to the development of any sensitive uses on site.

Remediation will require excavation and removal of soil to a depth of up to 10 metres in some areas of the site. Excavation works will be conducted via a staged approach, across the entire site. An estimated 50,000m3 of gasworks impacted materials will be removed from the site. Remediation works are ongoing and will be completed prior to construction.

2.3.4 Special Building Overlay (SBO)

The SBO applies to the western and southern boundaries of the site. This overlay seeks to identify land in urban areas susceptible to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority. The SBO also ensures that development maintains the free passage and temporary storage of flood-waters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

Where measures are required to address local flooding, the proposed design response should aim to:

- Maximise the publicly accessible area where possible.
- Where vertical flood barriers are required, explore options to maximise public realm integration including materials selection and incorporation into other landscape and/or built form elements.



- Minimise visual obstructions to provide visual connection to internal spaces and promote activation.
- Ensure level changes occur within the building envelope and enable active uses to connect to the street at ground level where possible. Ensure disabled access is provided from internal street or courtyard

Floor and basement levels of proposed buildings will need to be designed to respond to flooding (particularly in relation to the Special Building Overlay which affects part of the subject site). Details of floor levels (AHD) and indicative cross sectional details will need to be provided as part of the detailed design at Planning Permit Stage to ensure buildings are well designed and integrated into the overall development to provide accessibility, activation and connection with the street and other key public interfaces.

2.3.5 Specific Controls Overlay (SCO) & Development Contributions Plan Overlay (DCPO)

The Special Controls Overlay (SCO) and Development Contributions Plan Overlay do not apply to the project site.

2.3.6 Development Plan Overlay - Schedule 16 (DPO16)

DPO16 sets out the requirements of this Development Plan and its relevant background documents. The Summary table in Part 10.0 Development Plan Requirements outlines each of the requirements and explains how the plan and documents address them. Overall, the components of this Development Plan as required by DPO16 are to:

- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards. It is noted that DPO16 requires the Development Plan to be 'generally in accordance with the building height and setback requirements outlined within the schedule.
- Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
- Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.
- Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.
- Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).
- Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
- Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.

The following sections of this Development Plan demonstrate how these requirements will be met. For a full list of all DPO16 requirements, refer to the DPO16 Requirements Summary Table at the end of the document.

The Concept Plan located at Clause 3.0 of DPO16 is shown in Figure 11. The design of the Development Plan has evolved to respond to this Concept Plan, as outlined in Figure 12. Full details of the design response are provided in the following sections of this Development Plan.

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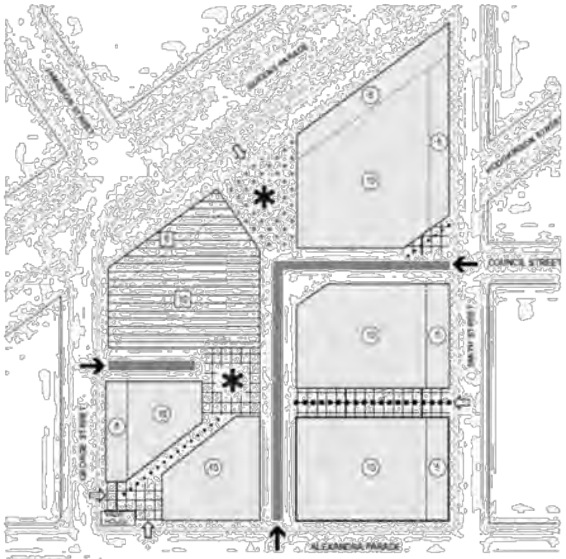



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Development Plan Response

Part 3.0 Context & Site Analysis



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3.1 Neighbourhood Context

3.1.1 Neighbourhood Features

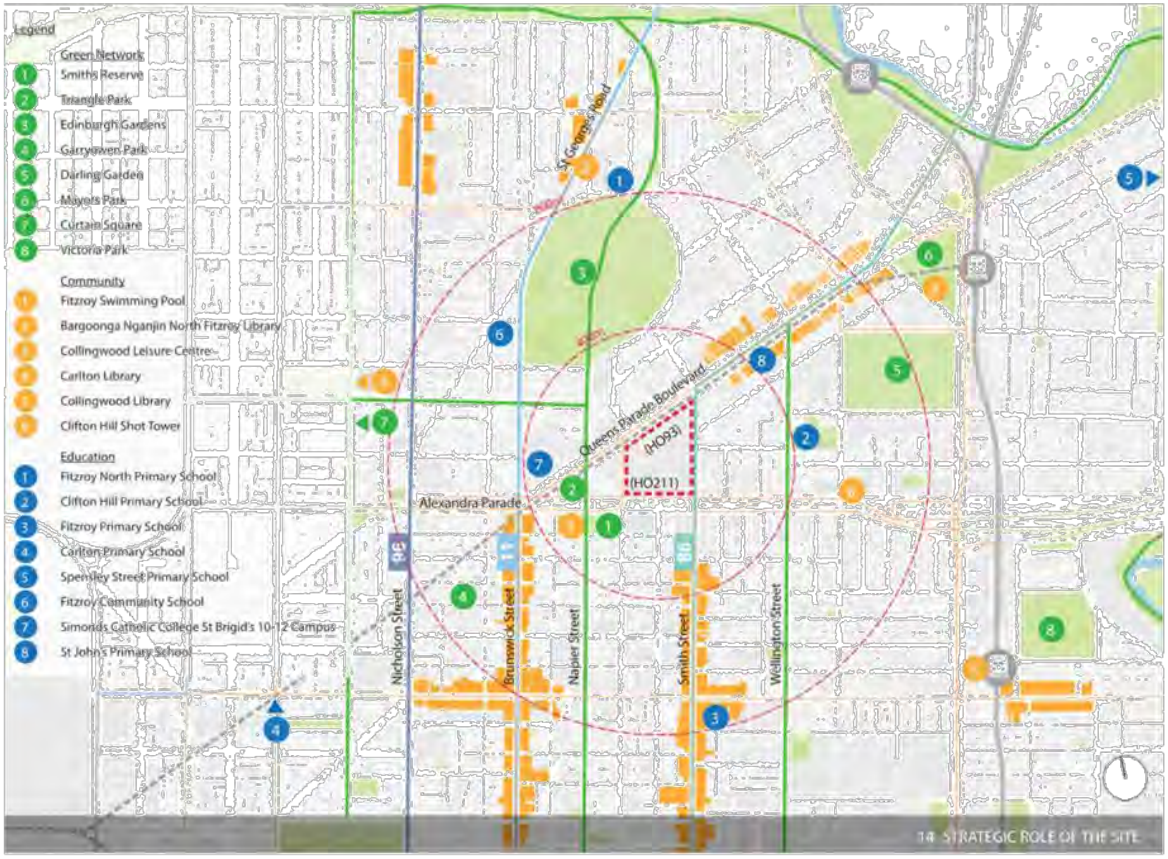
The site is located in a high-amenity area at the intersection of Fitzroy, Collingwood, Fitzroy North and Clifton Hill. Within a 800m walking radius, the site has four primary schools, and one year 10-12 campus. The site is within easy walking distance to the major parks such as Edinburgh Gardens and its associated facilities. It is also close to the Fitzroy Pool and Bargoonga Nganjin North Fitzroy Library. The site benefits from its proximity to the well-established shopping and hospitality neighbourhood centres of Smith Street, Brunswick Street, St Georges Road and Queens Parade.

3.1.2 Built Form & Heritage Context

The site is located in a rich and fine-grain urban context, with a variety of building typologies and building heights in the surroundings areas. Queens Parade Boulevard (HO93) creates a significant heritage interface at the northern boundary of the site, notable for its established street trees and diversity of architecture. This heritage context is further strengthened by the emporium character of Smith Street and a number of 20th Century brick warehouses located close to the site. The Fitzroy Gasworks Valve House (HO211) is located within the site, and the Clifton Hill Shot Tower is a local landmark in the vicinity of Fitzroy Gasworks.

3.1.3 Transport

The site is located in an active and public transport rich area. It is close to two major cycling corridors - along Napier and Wellington Streets. Whilst not in walking distance of a train station, it is close to tram 86 (Smith Street), tram 11 (Brunswick Street) and tram 96 (Nicholson Street). Whilst the site has a rich range of destinations within walking distance, the immediate vicinity of the site is dominated by major roads, such as Alexandra Parade, creating a barrier for pedestrians.



3.2 Areas of Change

While the surrounding neighbourhoods are generally characterised as fine-grain heritage built form, in recent years new development has occurred on larger sites, such as new apartment buildings at 416 and 450 Smith Street. Several large sites within 400m of the site have received planning approval to redevelop. 25-58 Queens Parade has a permit for three apartment buildings of up to 10 storeys in height. Developments have also been approved for 81-89 Queens Parade and The Foundry (600 Smith Street) immediately adjacent to the site. They both comprise a mix of uses - each proposing a supermarket, hospitality and office. Other large sites have the potential to be redeveloped in the near future, such as Fye's Storage to the south of the site.

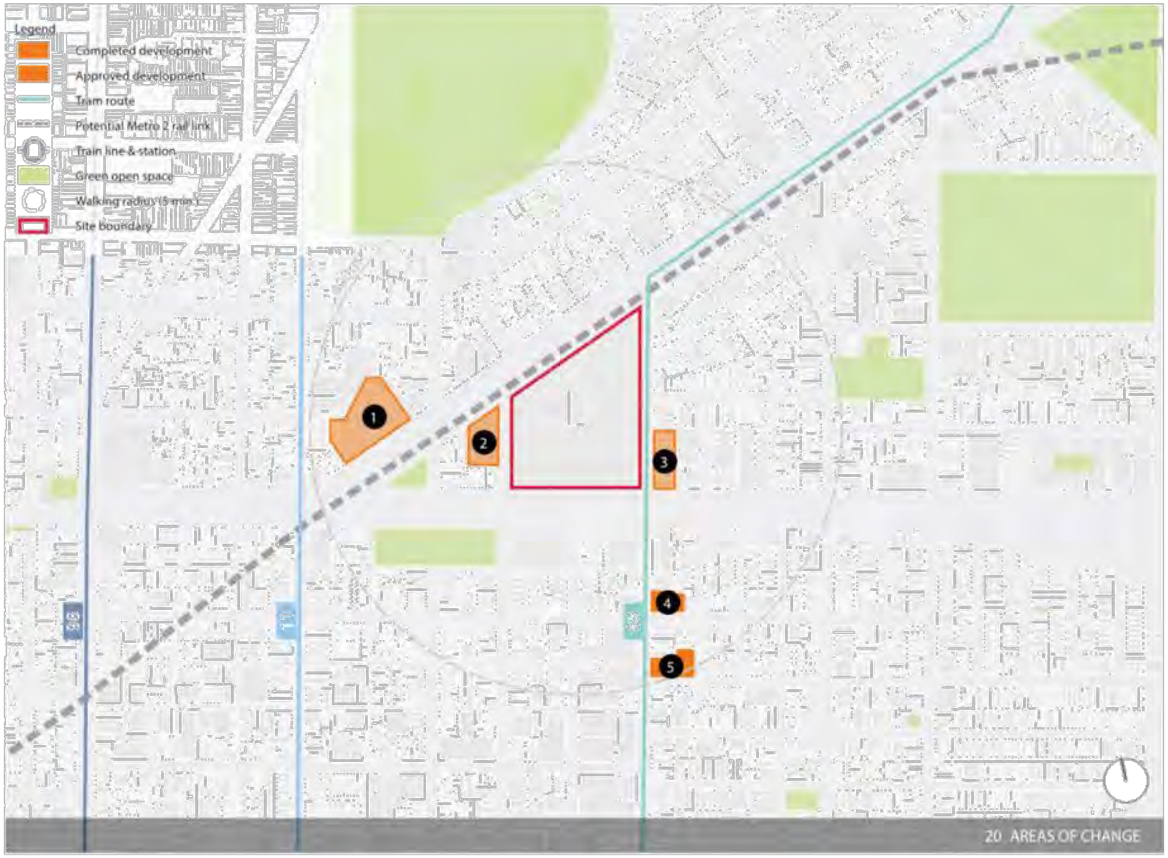












3.3 Cultural History

The traditional owners of the site are the Wurundjeri people of the Kulin Nation, who have an ongoing and living connection to the country on which the site is situated.

The former gasworks on the site was established in 1860 and was an important part of Melbourne's gas infrastructure. Gas production ceased in 1927, with the three large gasometers remaining local landmarks. These were demolished following conversion to natural gas in the 1970s. As part of remediation works the Fitzroy Gasworks Valve House (HO211) was retained on site, while the former Porter Shed was relocated to Fairfield Park.

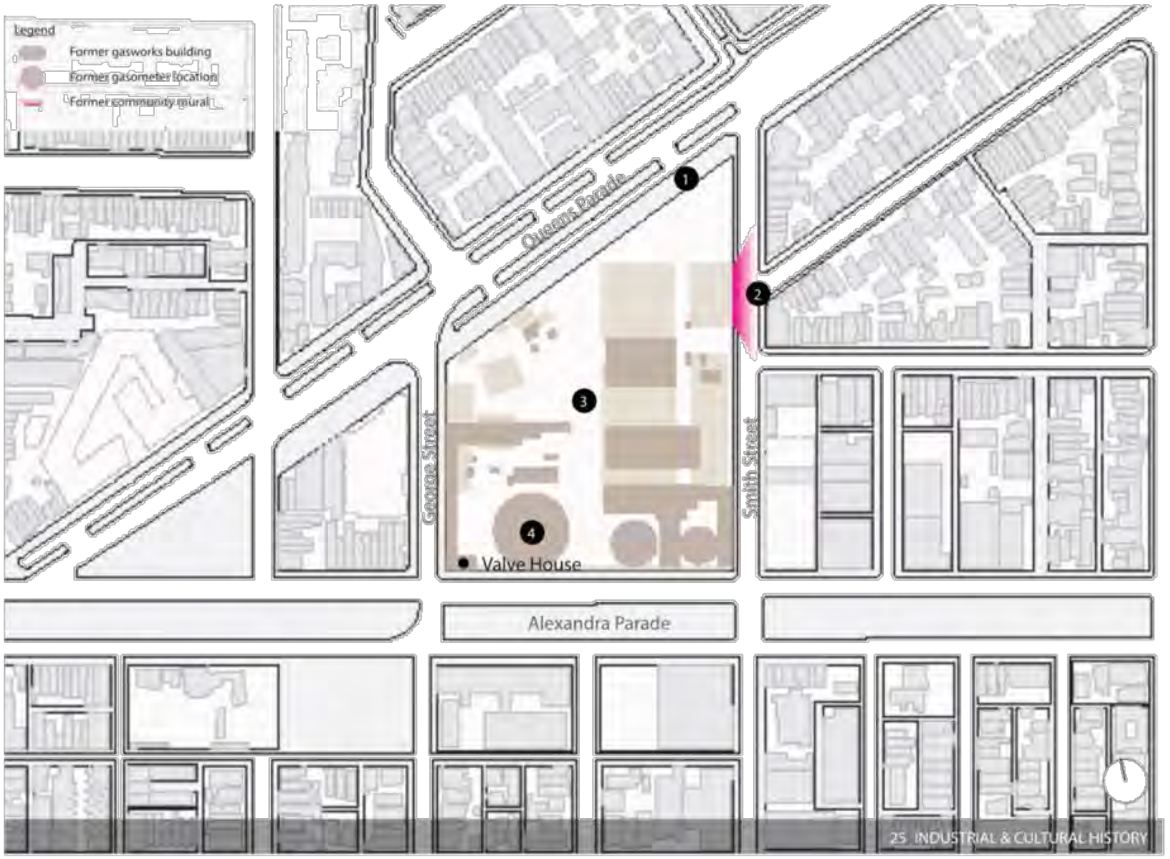
In 1986, Eve Glenn and Megan Evans painted the feminist mural Bomboniere to Barbed Wire on a Smith Street building facing Hodgkinson Street. It remained a local landmark until the 2010s when it was severely defaced by vandals. The building and mural were ultimately demolished during remediation works.











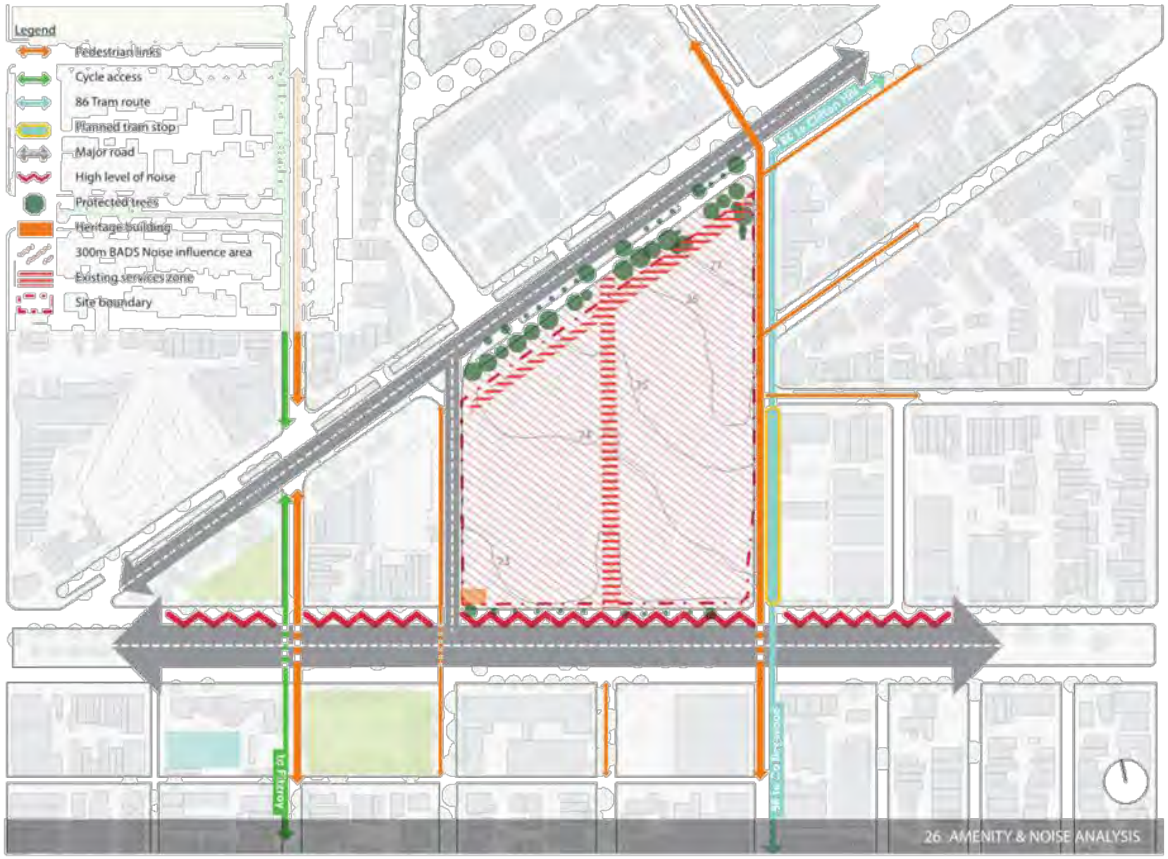
3.4 Traffic, Noise & Amenity

The site acts as an 'island' between the major roads of Alexandra Parade, Smith Street, Queens Parade and George Street. These streets are currently dominated by cars, with narrow footpaths, few street trees and low amenity pedestrian crossings.

The Better Apartment Design Standards (BADS) defines a building to be within a 'noise influence area' if it is within 300m of a freeway or tollway, or 300m of another road that is carrying 40,000 Annual Average Daily Traffic Volume. Buildings within this area typically require an acoustic report and should mitigate noise through the design. In 2019 the streets surrounding the site had the following Annual Average Daily Traffic Volumes:

- Alexandra Parade: 65,000.
- Smith Street: 7,200.
- Queens Parade: 13,000.
- George Street: 17,000.

Only Alexandra Parade meets the BADS definition of a 'noise influence area', however the entire site falls within 300 metres and therefore noise mitigation is a consideration throughout.



Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan



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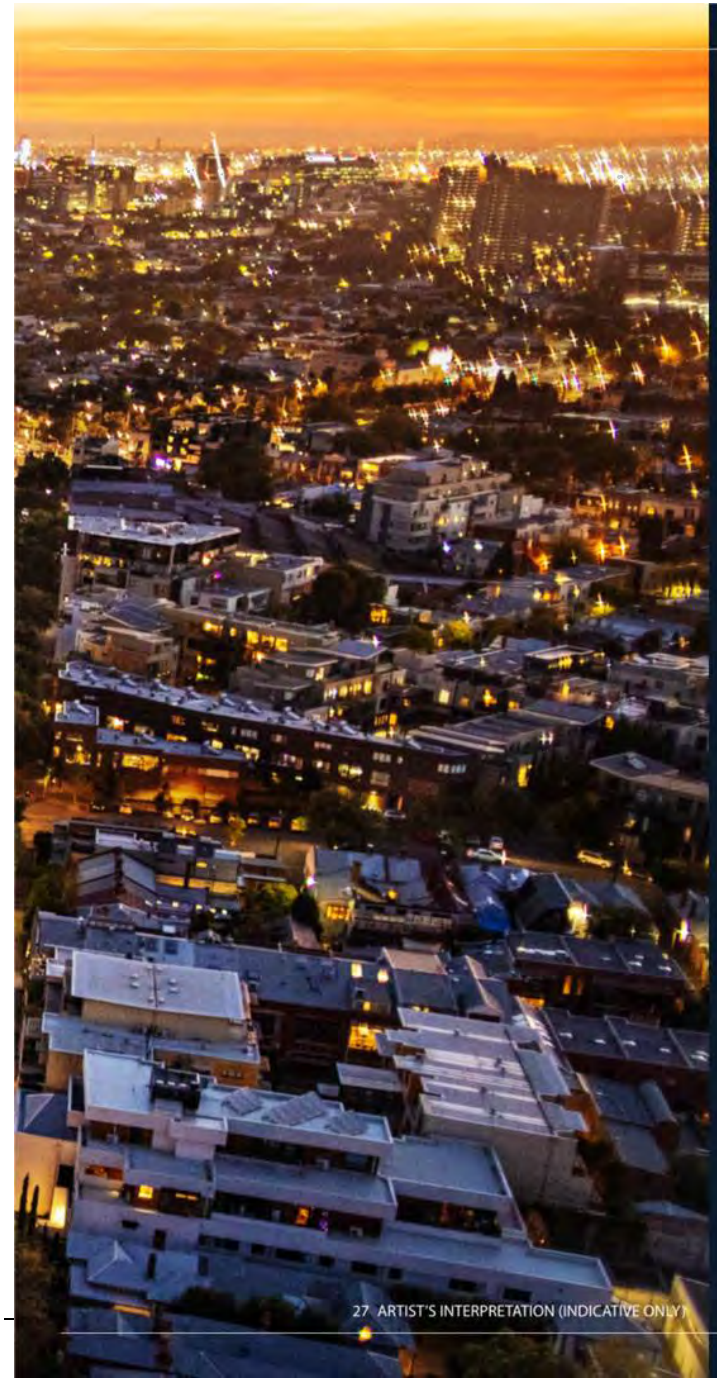


Development Plan Response

Part 4.0 Design Principles

27 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

4.1 Design Principles

A number of design principles have informed the design concepts that underpin the development plan. The community engagement process played an important role in identifying and refining these principles. The principles set out below are indicative and design responses are subject to further testing at the planning permit application stage.

4.1.1 Context



Speak the local language in terms of built form, materiality and uses. A materials palette that is suited to the local character and context will be used across the precinct.

Legend

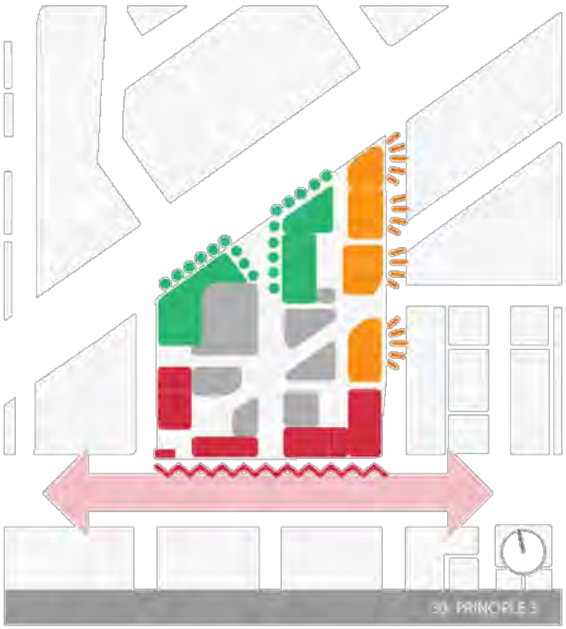
School and Sports
Village relating to Clifton Hill
Village relating to Fitzroy
Village relating to Collingwood



Create high-quality pedestrian and tram links that stitch into the surrounding community. Encourage permeability through fine-grain pedestrian connections and lane ways.

Legend

Tram stop
Pedestrian crossing
Pedestrian connection
Primary Pedestrian Route
Secondary Pedestrian Route



Respond to the local amenity conditions, such as the noise from surrounding streets.

Legend

Queens Parade green interface
Mitigate noise on Alexandra Parade
Mitigate tram noise on Smith Street

4.1.2 Access



Create a pedestrian priority neighborhood with consolidated car parking and minimal reliance on private vehicles.

Legend

Major road
Underground carpark entrance
Shared pedestrian street
Drop-off point

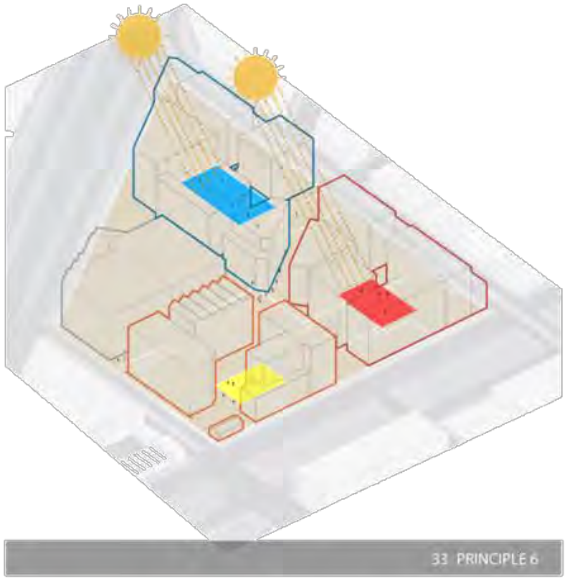


Create a high-quality 'Village Street' at the heart of the precinct for bicycles, pedestrians and vehicular pick up and drop off.

Legend

Pedestrian connection
Trees
Village Street

4.1.3 Public Realm & Landscape

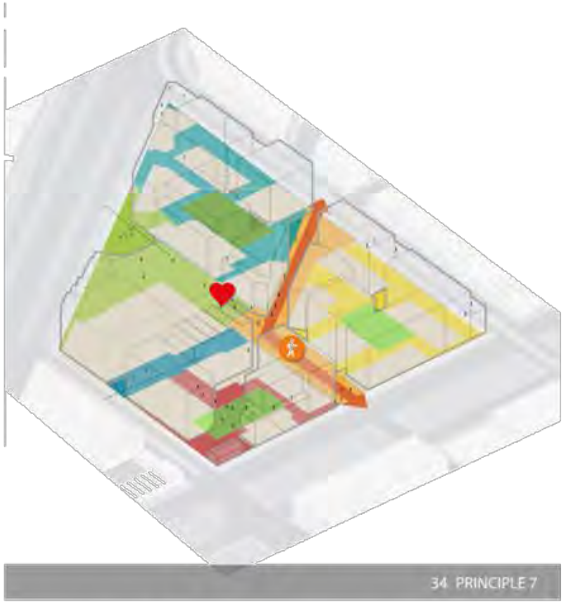


33 PRINCIPLE 6

Create publicly accessible courtyards at the heart of each parcel and maximise solar access to these spaces.

Legend

Parcel A open space
Parcel B open space
Parcel C open space

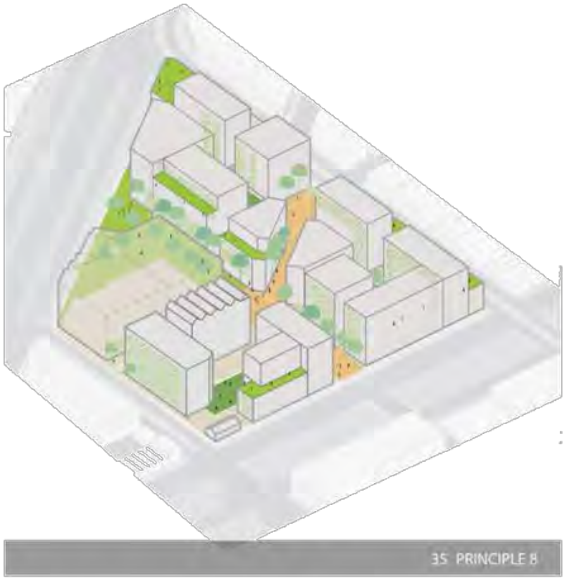


34 PRINCIPLE 7

Establish a central community heart linking together diverse public spaces with places to play.

Legend

Shared pedestrian street
Village heart



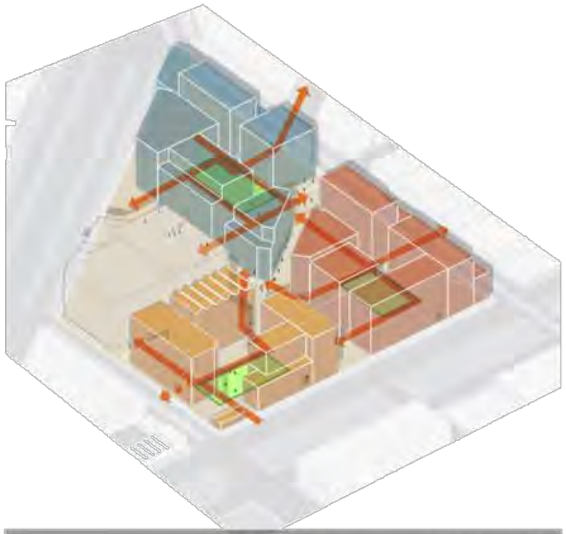
35 PRINCIPLE 8

Maximise urban greening by introducing trees, ground cover, vertical and roof top vegetation.

Legend

Shared Street
Vertical greening
Canopy tree planting area

4.1.4 Built Form & Use



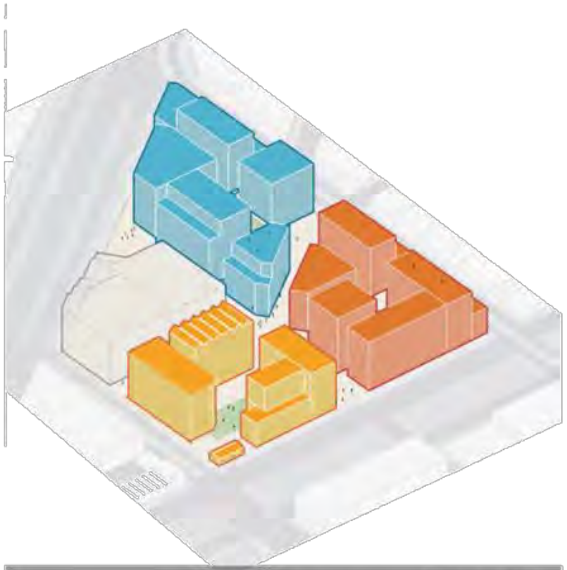
36 PRINCIPLE 9

Create open perimeter block forms that respond to local context and ensure permeability through the site.

Legend

Pedestrian connection

Local open space



37 PRINCIPLE 10

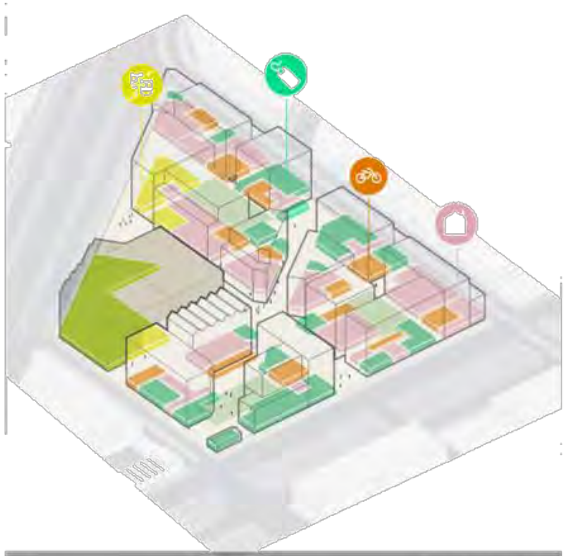
Encourage variety in building heights, forms and materiality in keeping with each parcel's identity.

Legend

Parcel A

Parcel B

Parcel C



38 PRINCIPLE 11

Curate ground floor uses that showcase a variety of activities and that emphasise interaction and the human scale.

Legend

Community facilities

Bike parking

Flexible space (including retail and common spaces)

Residential

4.1.5 Sustainability



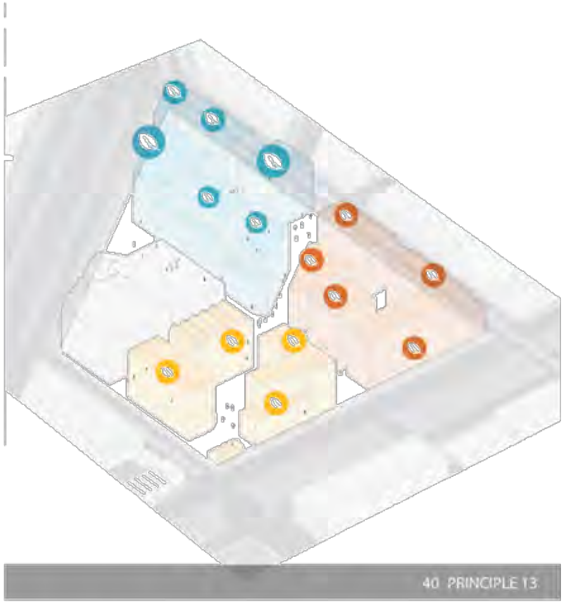
39 PRINCIPLE 12

Maximise potential for energy generation on site, with solar panels to most rooftops.

Legend

Rooftop garden

Solar panels



40 PRINCIPLE 13

Maximise thermal performance of buildings for lower living costs over time.

Legend

Cost saving through increased thermal performance



41 PRINCIPLE 14

Minimise waste produced on site, with consolidated collection points and diversion targets.

Legend

Local recycling

Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan

Not in Use

Development Plan Response

Part 5.0 Land Use

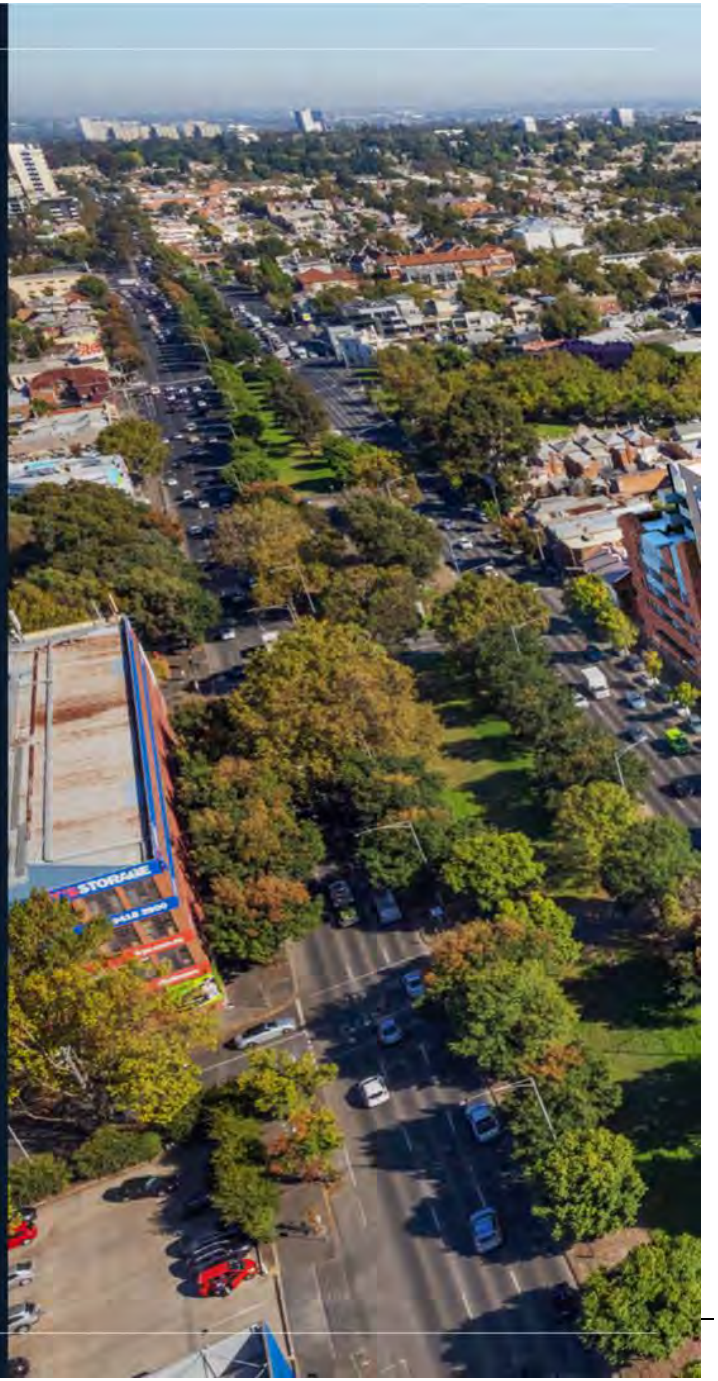
This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.
- Provide community infrastructure to service the needs of the local area ensuring they complement the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
- Create usable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.

Site Design and Land Use

- Develop a coherent and identifiable precinct.
- Design to address and activate the public realm, without privatising its amenity.
- Approximately 8.7% of the site to be provided as public open space.
- Position the school to front Queens Parade and centre the sports courts on the site as a key community node with ease of access to public transport.
- Support retail, office and other uses at street level.
- Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.
- Minimise overshadowing effects within the site and on adjoining land.
- Design public open spaces to have good solar amenity, good passive surveillance.
- Avoid buildings that disproportionately overwhelm public spaces.
- Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.
- Provision of street trees, high quality lighting and other streetscape enhancements.
- Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.
- Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.
- Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.



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42 ARTIST'S INTERPRETATION (INDICATIVE ONLY)

5.1 Ground Floor Uses

Development will be designed to create a mixed use precinct that comprises a variety of housing types, community facilities and public open space. This section outlines how this will be achieved in accordance with requirements of DPO16. The location and type of uses should be generally in accordance with the indicative uses plans. The location and mix of uses across the site can only be varied if market demand exists for a different mix of uses so as to avoid vacant tenancies.

All ground floor spaces will have high floor to ceilings to allow for a variety of public-facing uses to occur. Flexible spaces have been located for ease of access and in locations that have increased foot traffic. These spaces may include retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms. There is the potential to partner with organisations to curate creative workplace and exhibition spaces. In addition, there is an opportunity to provide community-oriented spaces, including for child care, maternal and child health, and for small events, such as children's birthday parties or neighbourhood group meetings. Within Development Agreements for each site, developer partners will specify how vacant spaces will be avoided through programming of spaces and reduced rent for creative and community uses. Flexible uses may include up to 50% communal residential uses, provided that these uses are not for individual dwellings or allow for the provision of Specialist Disability Accommodation (SDA). An opportunity for a hotel or short-stay accommodation is located at the corner of Alexandra Parade and Smith Street, with public facing facilities on the ground floor, activating this prominent corner.

Flexible ground floor uses will contribute to the vitality and activation of Smith Street and Village Street, which will encourage pedestrian activity. Residential entrances will be located on the ground floor, with individual access to ground floor apartments activating select locations that are quiet and more protected.



43 INDICATIVE GROUND FLOOR BUILDING USES

Where possible, residential entrances along Smith Street should provide direct visual connections to internal courtyards, all of which contribute to the urban legibility, passive surveillance and high quality public access to and through the site, while contributing to the streetscape character and vitality of Smith Street. Foyer-type spaces should be minimised. There is a preference for bicycle parking to be accommodated on the ground floor where viable to prioritise this mode of transport. These consolidated bicycle parking areas for each apartment will be secure but visible on the ground floor.

The school site, identified in yellow in Figure 43 and Figure 44, will be positioned in the north-western corner of the site to appropriately address Queen's Parade, as required by DPO16. An additional 100m^3 community space, beyond that provided by the School Site and Sports Courts will be provided as shown on Figure 43.

5.2 Podium & Upper Level Uses

The podium level uses of the buildings are primarily residential use. Subject to the commercial viability, Building H, on the corner of Alexandra Parade and Smith Street is identified as a potential opportunity for a hotel or short-stay accommodation.

The upper levels of the buildings are predominantly residential uses, with some shared common spaces on rooftops. There is also an option for a hotel or short-stay accommodation on upper levels of the building on the corner of Alexandra Parade and Smith Street.

Upper levels have also been designed to have consideration of views to and from the significant Shot Tower, where possible.



44 INDICATIVE PODIUM FLOOR BUILDING USES

The below table outlines the approximate GFA by building and development parcel, based on the building envelopes available for future development in accordance with Figure 75 Indicative Heights Diagram. The indicative total GFA provides for a total apartment yield of approximately 1,200.

Final yield for each building will be determined at Planning Permit stage based on more developed design in response to the Development Plan.

Building	GFA (sqm.)		
	Residential / Hotel / Accom.	Flexible	Total
A	3,805	120	3,925
B	8,919	90	9,009
C	7,860	720	8,580
D	6,823	140	6,963
E	11,385	210	11,895
F	8,034	736	8,770
Sub-total Parcel C	46,826	2,016	49,142
G	9,013	1,000	10,013
H	11,390	570	11,960
I	5,619	650	6,269
J	7,195	150	7,345
K	7,177	95	7,272
Subtotal Parcel B	40,394	2,465	42,859
L	10,810	1,035	11,845
M	18,274	760	19,034
O	-	144	144
Sub-total Parcel A	29,084	1,939	31,023

45 APPROXIMATE BUILDING GFA

5.3 Cultural (Industrial) Heritage

Valve House will be retained and enhanced as part of the Development Plan. This will be achieved by designing spaces and sight lines to highlight the structure within the development.

A detailed plan of the interpretation scheme (Conservation Management Plan) of the Valve House will be prepared and included at the Parcel A Planning Permit stage of the development. A Maintenance Plan to support the Conservation Management Plan, will be a planning permit condition prior to construction commencement. This should include explanatory principles behind the scheme and an indication of the form, content and locations of interpretation elements. The site's layered history will be celebrated through appropriate material selections. New development should include integration and inclusion of historical and cultural interpretation. These interpretative elements should also serve as way finding elements that orient and direct users through the site.

5.4 Community Infrastructure

The key piece of community infrastructure that will be delivered is the school and indoor sports facility located on the school site in the north-western corner of the development site. This development process is being run concurrently by the Victorian School Building Authority, the Department of Education and Training and the Department of Transport. Construction of the school is now in the final stages and government funding for the sports facility has been confirmed, including a provision for on-grade parking improvement.

A dedicated space to be made available for use by Yarra City Council for community use will be provided within the Development Plan Site. Additionally, flexible spaces have been allowed for throughout the ground level of the proposed development may accommodate further community uses. Generous public open space areas will be provided throughout the development, with the highly permeable building layout providing access to the surrounding community. All of which contribute to servicing the needs of the site and the surrounding local area.



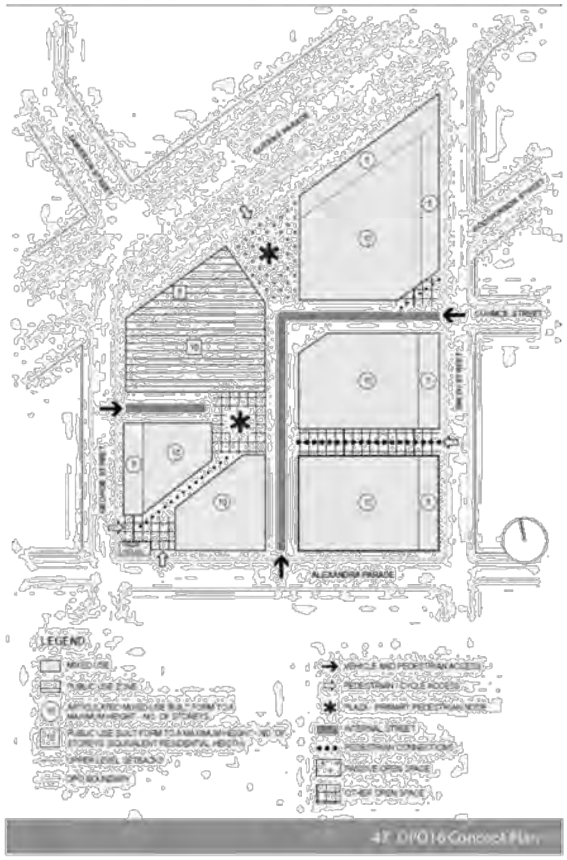
46 INDICATIVE SENIOR SCHOOL DESIGN (VSBA)

5.5 Public Realm

The public realm strategy for the site seeks to integrate the rich surrounding neighbourhood context through a layering of indigenous, pre-colonial and industrial histories. The Development Plan will deliver approximately 8.7% of the site as new public open space that will be vested in Yarra City Council. All public spaces are designed to be safe and accessible to meet the needs of the local area. The dedicated areas of public open space will be supplemented by:

- Pedestrian prioritised access ways throughout the site and beyond to designated public transport nodes.
- Privately owned communal spaces that will be accessible to the community.
- Entryways and landscape treatments, clear sight lines and way finding signage.
- Furniture and fixtures in the public realm that will be robust and easy to maintain.
- Access pathways to primary building entries must be provided from within Parcels or adjacent streets and not directly off public open spaces. Secondary entries and entries to flexible spaces may address public open space without encumbering its use. Where provided, threshold areas or private open space associated with secondary entries and flexible uses must be provided within the Parcel.
- With the exception of Emergency Vehicle and Maintenance access, all vehicles are prohibited from entering Public Open Space.
- The proposed public open space and streets will have opportunity for canopy tree planting.

Areas designated as Secondary Open Space are to include planting and uses that appropriately response to poor solar access.



42 DPO16 Concept Plan



43 PUBLIC REALM PLAN

Planting of vegetation within the public realm should be done in consultation with the City of Yarra. Public realm lighting will support night-time social and recreational activity, amenity, way finding and safety.

Where ground floor building setbacks are provided within parcels adjacent to public realm, the design response should aim to:

- Integrate pavement materials so that this reads as a single widened footpath
- Ensure public/private transitions meet universal design principles in terms of surface levels and grading
- Minimise the impacts of flood mitigation measures on the public realm including pedestrian access where possible
- Minimise visual obstructions to provide visual connection to internal spaces and promote activation.

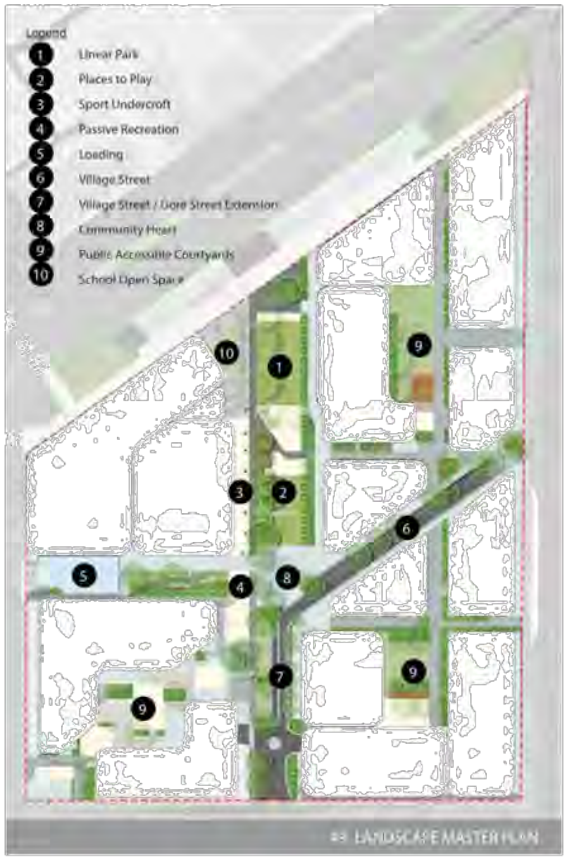
5.6 Landscape Master Plan

The Landscape Master Plan describes a series of key public and private spaces that together form the open space network for the Fitzroy Gasworks site.

These spaces comprise:

- Village Green - A proposed linear park to the north of the site interfacing with Queens Parade, the High School, and the north eastern development lot.
- Community Heart - A community plaza in the centre of the site that links the public realm across the site.
- Places to Play - Play area located to the east of the school within the public realm as a primary place for play activities.
- Streets for People - Pedestrian priority shared streets allowing for slow vehicle access.
- Permeable Lanes and Publicly Accessible Courtyards - Private laneways between developments providing permeability, blurring the line between the public and private realm and offering pedestrian connections to the broader development during the day combined with central courtyards for communal use.
- A landscape plan will be provided for each stage / Planning Permit to address how the Public Open Space design responds to the projected demographics of the new community and how it considers other facilities currently provided within the catchment and how it aligns with Yarra's Open Space Strategy 2020 as relevant.

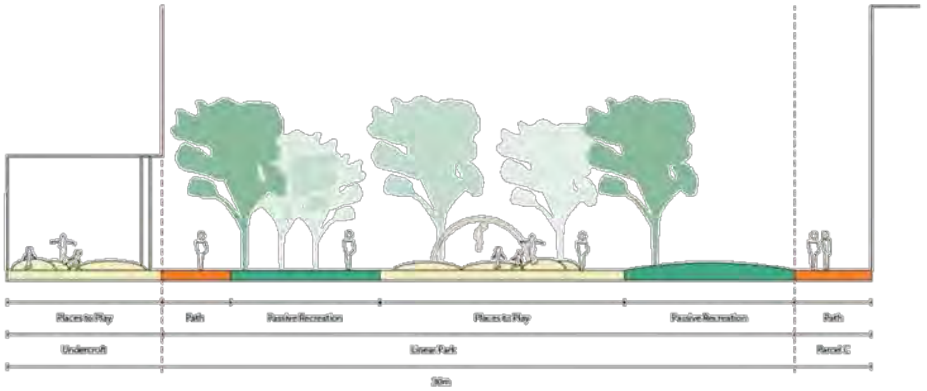
Appropriate vegetation selection will ensure longevity and vitality of planting in the public realm, and the ongoing maintenance of new vegetation will be factored in to landscape design. Throughout the open space network, generous shared user paths will be provided



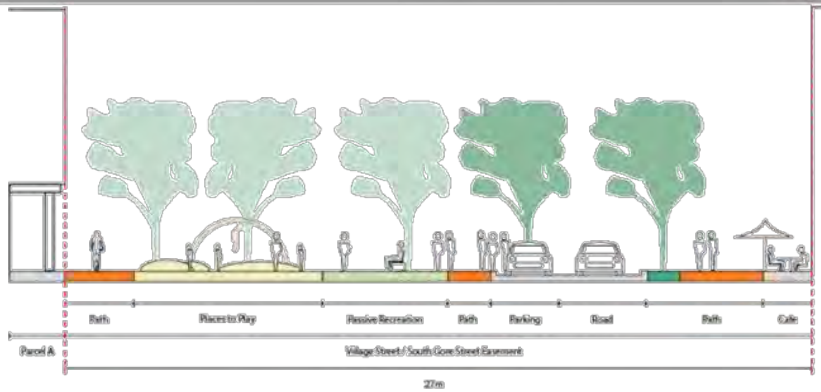
A network of generous paths and limited vehicular access will help reinforce walking as the dominant mode of travel through the site, creating a pedestrian priority neighbourhood. Pedestrian movements will be facilitated through a permeable network of shared streets, shared use footpaths and laneways. The use of well connected internal paths with multiple access points on each street frontage will help to promote active travel to and through the site. Only one public street is provided through the development which will be subject to low vehicle numbers and speeds.



50 SECTION LOCATIONS PLAN



51 SECTION AA: LINEAR PARK



52 SECTION DD: VILLAGE STREET

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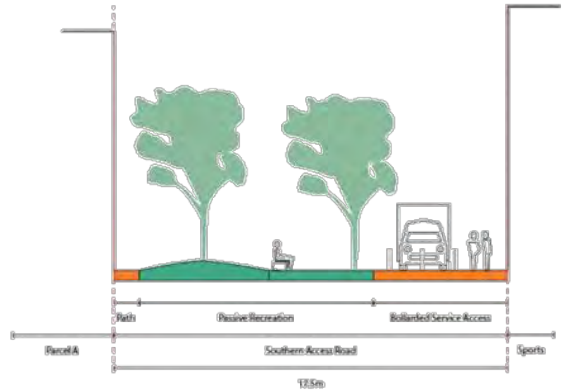
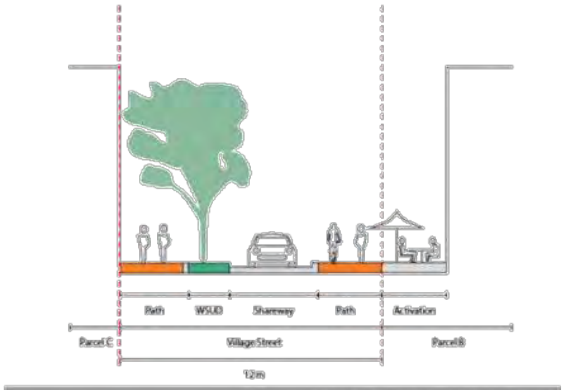
53 SECTION LOCATIONS PLAN



54 SECTION CC: SOUTHERN ACCESS ROAD



55 SECTION DD: VILLAGE STREET



56 SHARED STREET

Kensington Street by Turf Design Studio



57 SHARED USER PATHS

Hudson Street Park by Arcadia Landscape Architecture



58 PERMEABLE LANEWAYS

Boulogne Billancourt by Mutabilis Landscape Architecture

5.7 Laneways & Urban Greening

5.7.1 Laneways

Laneways are to be included as indicatively shown along the developments perimeter, providing access and visual connections from surrounding streets to open spaces within the development which reduces the visual impact of the development and improves liveability. Laneways are a minimum of 3m wide. Entryways will ensure that key points of entry into parcels are framed, allowing views and access into central courtyards and reflecting the identity of that courtyard.

5.7.2 Laneway Maintenance

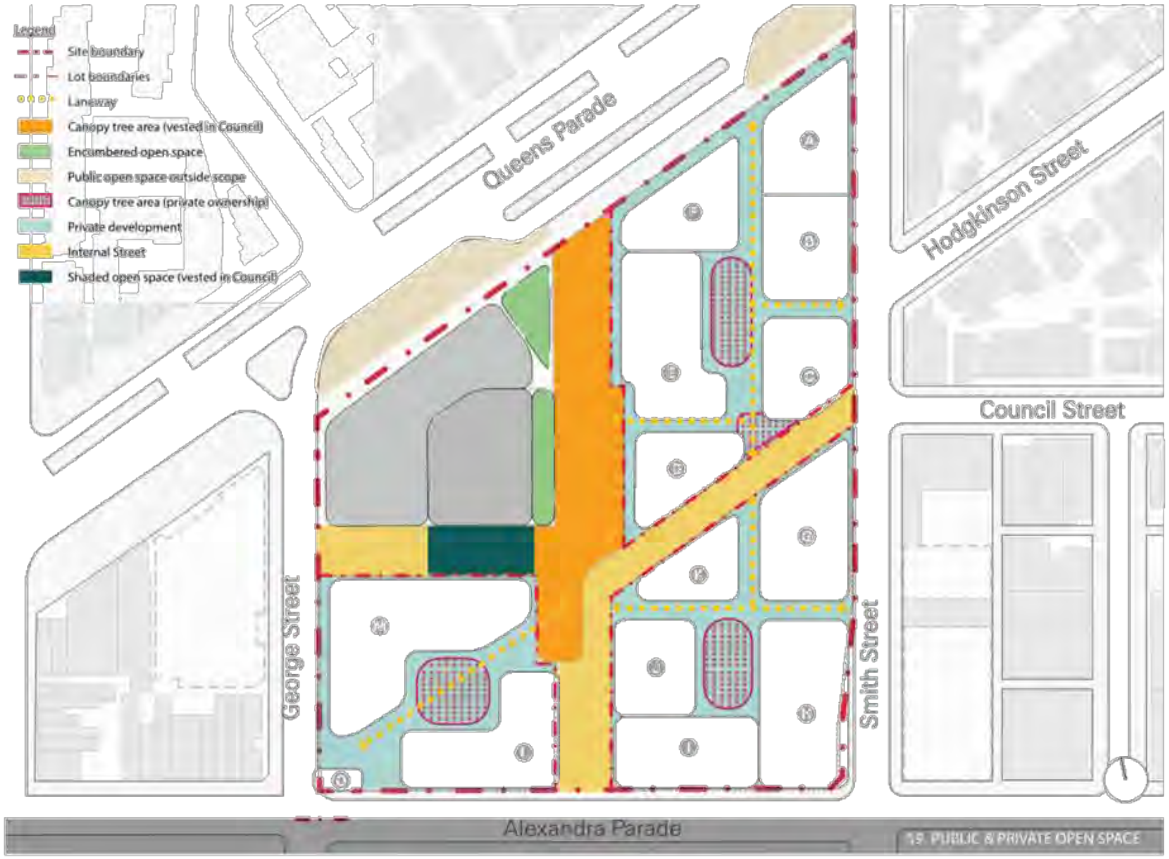
Maintenance of laneways and connections will be formalised in a Section 173 agreement or equivalent. Laneway materials are to be considered as part of an overarching public realm material palette strategy.

5.7.3 Urban Greening

Urban greening has many benefits including reducing urban heat island effect, increasing biodiversity and improving the health and well-being of residents. Minimum standards for urban greening have been targeted, with each parcel achieving a Green Factor rating. One important way to increase urban greening and the Green Factor rating is to provide soil areas that allow for canopy trees, and soil permeability. Indicative areas for canopy tree planting have been shown in Figure 59 with the following requirements:

- A minimum 50% of canopy tree cover is achieved
- Maximise sunlight access
- Canopy trees to have access to soil volume of minimum 1m depth and 1.5m width and with access to water to support plant growth.

Planting of vegetation within the public realm should be done in consultation with the City of Yarra.



5.7.4 Community Garden

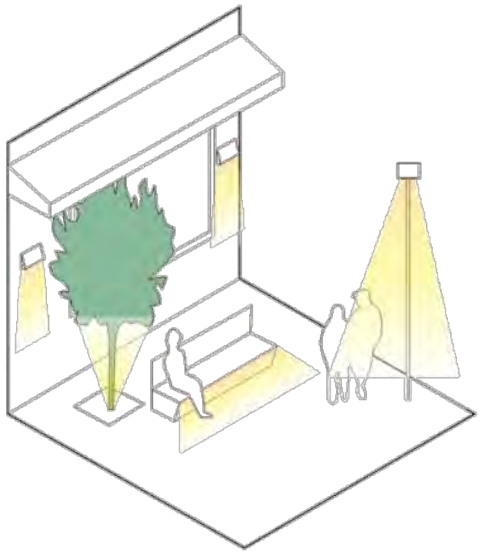
Explore options for a productive community garden(s). This may be spread across public areas or roofs. The community garden will be accessible to the residential community, have access to sunlight throughout the year as well as appropriate drainage.

5.7.5 Light Pollution

In order to reduce light pollution, 95% of all external public lighting luminaries within the project site boundary have an upward light output ratio less than 5%. Mitigation of light pollution is required in 'Credit 32.1 Light Pollution' as part of the 'Green Star Communities' rating. As part of this credit, a manufacturer's data sheet for each luminaire type will be installed, showing photometric data and illumination diagrams, including horizontal and vertical light distribution.

5.7.6 Lighting

Lighting throughout the precinct will perform a number of functions, from supporting way-finding, orientation and safe movement at night, to providing a decorative effect for building façades, landmarks and paths. Lighting in the precinct should create a public realm that is safe and inviting for users with well located lighting that enables the use of public spaces for active recreation during the evening, especially in winter.



60 INDICATIVE LIGHTING DIAGRAM



61 FEATURE LIGHTING IN STREET FURNITURE



62 LIGHTING SUPPORTING NIGHT TIME ACTIVITY



63 LIGHTING FOR WAYFINDING

5.8 Public & Private Open Space

The Development Plan Overlay specifies a minimum of approximately 8.7% of the site is to be provided as public open space through a series of plazas throughout the site, with a more generous passive open space to the north.

The Public Realm Plan highlights a series of spaces that capture DPO16 requirements, and inform potential new sites for open space (see Figure 48). As a part of the Public Realm Strategy, a low-speed, pedestrian-prioritised shared street, Village Street, provides further opportunities to incorporate typical elements of public open spaces, linking the public realm together.

Further open spaces above basement car parking with capacity to accommodate canopy tree planting offer the potential to increase the amount of public open space within the development site.

Private development lots provide more intimate communal open spaces for residents. A sense of transition between public and private space will ensure adequate privacy for residents.

Courtyards are privately owned but publicly accessible between sunrise and sunset at a minimum. Access arrangement will be enforced via section 173 agreement.



5.9 Microclimate

The following requirements relating to external noise and wind are consistent with the requirements of Clause 58 Apartment Developments.

5.9.1 Overshadowing

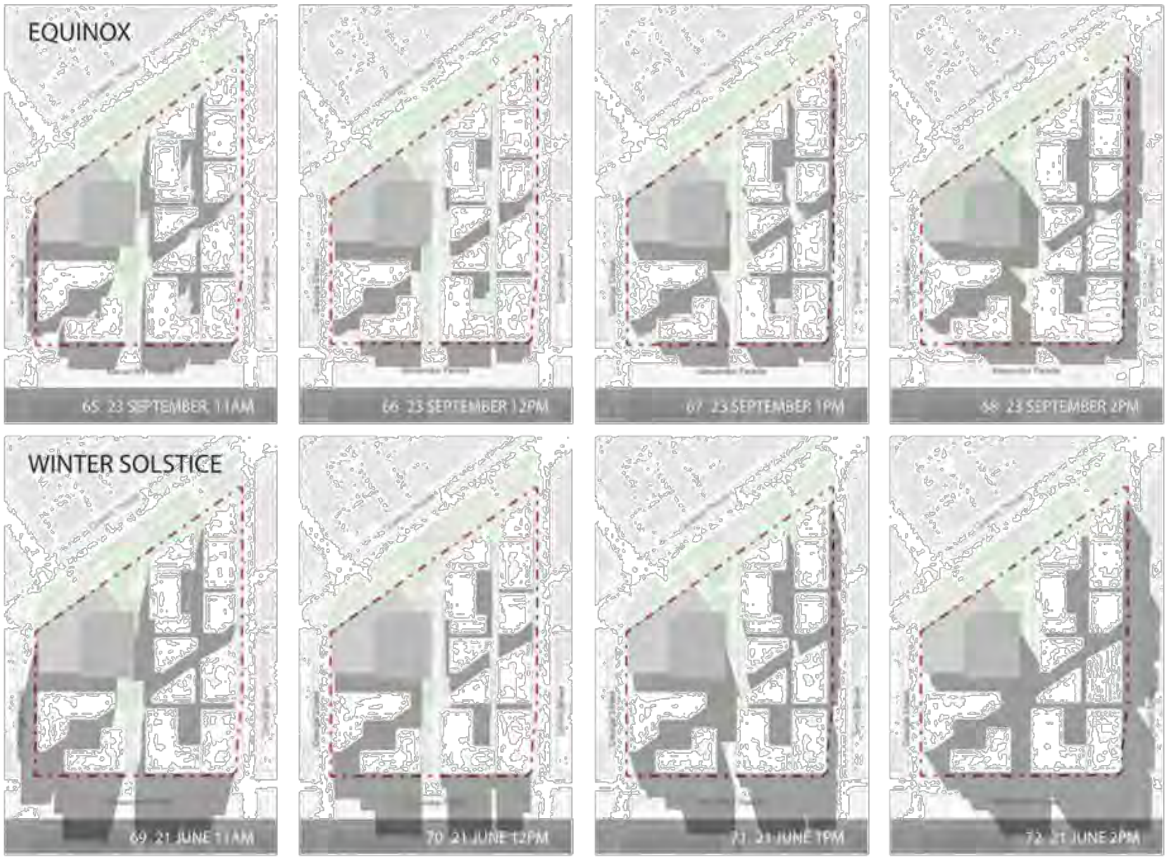
Building forms have been orientated to minimise overshadowing to internal streets, parks, internal publicly accessible courtyards and surrounding properties providing good solar amenity and ensuring buildings do not disproportionately overwhelm public spaces.

The following diagrams illustrate the shadows cast by proposed building envelopes at the equinox and winter solstice. Shadows cast from future development to be generally in accordance with the shadows shown.

5.9.2 External Noise

The entire site falls within the Better Apartment Design Standards (BADS) definition of a 'noise influence area'. This is because the entire site is within 300m of Alexandra Parade.

Acoustic treatment will need to be adhered to and incorporated into any further development design in accordance with the BADS standards and the relevant planning scheme requirements including Clause 58 and any other applicable policy as updated from time to time. Consideration should also be given to noise mitigation of the Smith Street tram, particularly where the tram turns on to Queens Parade.



5.9.3 Wind Conditions

Given that Fitzroy Gasworks is a pedestrian-prioritised precinct, wind conditions should not make for an uncomfortable or unsafe public realm. Buildings and works constructed on site should achieve comfortable wind conditions across all areas within the development plan. Wind amelioration measures will be integrated into the design and architecture of buildings, including balconies. The design should demonstrate that it generally complies with the following:

- A wind speed not exceeding 5m/s for areas appropriate for walking and a wind speed not exceeding 3m/s for areas appropriate for sitting & standing.
- A Wind Report will be submitted at Permit Application stage detailing how wind conditions are ameloriated. Consideration should be given to wind speeds as the precinct is developed over time.

5.9.4 Heat Island Effect

The urban heat island effect must be mitigated through urban greening and the selection of roof sheeting material. This is a requirement of 'Credit 31.1 Heat Island Effect' as part of the 'Green Star Communities' rating. At least 50% of the total project site area, in plan view, will comprise of one or a combination of the following:

- Vegetation and landscaping that is climate responsive;
- Green roofs; Roofing materials, including shading structures (where three year SRI for products is not available, use for pitched roof <15° an initial SRI > 82. Alternatively, for roof pitched >15°: an initial SRI > 39; Unshaded hardscaping elements with a three year SRI> 34 or an initial SRI >39; Hardscaping elements shaded by overhanging vegetation or roof structures;
- Water bodies and/or water courses; and areas directly to the south of vertical building elements, including green walls and areas shaded at the summer solstice.



Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan



Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan



14. ARTIST'S INTERPRETATION (INDICATIVE ONLY)

Development Plan Response

Part 6.0 Built Form

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.

Site Design and Land Use

- Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site.
- Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.
- Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.
- Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.
- Avoid visually dominant buildings through use of discontinuous forms, well articulated façades and high quality materials that weather well and are environmentally sustainable.
- A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views and provide maximum sunlight to these spaces.
- Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.
- Provide internal publicly accessible courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.
- Publicly accessible courtyards are privately owned but publicly accessible between sunrise and sunset at a minimum. Access arrangement will be enforced via section 173 agreement.
- Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.
- Avoid podium and tower typologies.

6.1 Building Heights & Setbacks

The development will give careful consideration to the design, height and visual bulk of future development in order to appropriately respond to the significance of Alexandra and Queen's Parade, and the wider local context.

The Development Plan Overlay sets out preferred height controls for the development of the precinct. Careful consideration will be made to ensure that this plan meets these requirements. Setbacks along Smith Street and Queens Parade will ensure an appropriate response to the significance of these road corridors. This Development Plan further refines the controls to respond to the surrounding context and the Masterplan vision and principles.

Figure 75 provides details of potential built form elements including preferred maximum building heights, set backs, open space areas and solar access in accordance with the requirements of DPO16.

As a result, the development will avoid visually dominant buildings, instead promoting discontinuous forms, well articulated façades and high quality, environmentally sustainable materials.

6.1.1 Siting and Orientation

The indicative siting and orientation of the buildings within this precinct have responded to the original intent of the concept plan referenced in the DPO16, the relationship to buildings on land adjacent to the site, and to passive energy considerations.

Overarching design considerations are stipulated within DPO16, whereby a series of courtyard blocks providing clearly defined new street walls to external and internal streets. A break running north-south through the site acting as a continuation of Gore Street, beginning as a street, before becoming a linear park.

The updated masterplan integrates with the surrounding area by establishing a visual link running from Council Street in the



75. INDICATIVE HEIGHTS DIAGRAM

northeast to the Valve House in the south-east. Additionally, laneways will provide access into the central courtyards, turning the closed courtyard blocks into 'open block' typology, in order to respond to the less continuous building forms typical of buildings in the surrounding area and increase pedestrian permeability.

The generous central courtyards allow for passive heating and cooling and cross ventilation. Allow for cross-ventilation to meet the Better Apartment Design Standards (BADS).

6.1.2 Queens Parade

The Queens Parade interface is consistent with the Development Plan Overlay. The first 8 metres from the boundary has a parapet height of 6 storeys, with 10 storeys beyond that.

6.1.3 Smith Street

As the existing footpath is currently very narrow, and will become increasingly busy once the planned tram stop works are undertaken and the site is developed, there is a 3 metre setback from the boundary along the length of Smith Street.

The Development Plan Overlay suggests a uniform height of 5 storeys along Smith Street. While this provides an important transition down in scale towards Smith Street, a uniform 5 storey parapet height along the length of the street would create an unrelenting interface with this important shopping street. The Development Plan proposes instead a variety of parapet heights along Smith Street to provide diversity and grain, with a range of 4, 5 and 6 storey elements, achieving an average of 5 storeys across the length of the frontage. No additional GFA or overshadowing will be created. This concept was supported in community consultation of the draft proposal in September 2019.

6.1.4 Alexandra Parade

The Alexandra Parade interface is consistent with the Development Plan Overlay, with a 10 storey parapet height along its length. However the section of Alexandra parade between Village Street and George Street is set back 1 metre to allow for overland flow. This has been requested by Melbourne Water. The set back area along Alexandra Parade will facilitate increased pedestrian movements and be integrated with the public realm.

6.1.5 George Street

The built form context of George Street has evolved in recent years. Most notably, the now fully constructed Fitzroy High School Wurun Senior Campus has significantly altered the streetscape, with a 6-storey street wall with zero setback to George Street. The overall height of this development is 31.3m to the top of the rooftop court netting and 26.84m to the top of the roof slab. Building height and setbacks along George Street in the DP respond to the evolving character of George Street and comprise:

- A 2-metre building setback from the boundary along George Street and treatment to respond to flood inundation in accordance with the Special Building Overlay. This will widen the currently narrow George Street footpath, facilitate increased pedestrian movements and be integrated with the public realm.
- The planning envelope in DPO16 proposes a podium form to George Street. In response, the Development Plan provides for a 10-storey building envelope beyond the 2 metre setback.
- The reduced upper level setback from DPO16 will not detrimentally impact overall building mass or height perspective in this evolving George Street context when viewed from the street and is required to ensure a feasible Built to Rent outcome can be achieved and the target of 20% affordable housing delivered on the site.
- A full assessment of the built form along George Street against the Development Plan and relevant planning controls will be submitted with the forthcoming Parcel A Planning application submission.

6.1.6 Gore Street Easement

A 20 metre wide easement runs through the site from north to south as the former location of Gore Street. The southern part of the easement will host Village Street, with a linear park to the north. In order for the development to moderate the taller buildings within each parcel and provide diversity and grain, the first 3 metres from the Gore Street boundary will host 4-8 storey elements (14-25 metres).

Careful consideration will be made to buildings facing Gore Street easement, to ensure a human scale is achieved. Buildings will be articulated and provide variety with visual breaks. Further information is provided in the sub-sections "building interfaces and vertical rhythm" and "transition zone" below.

6.1.7 Courtyards

Each parcel must have a central courtyard, in order to improve daylight access and ventilation to the surrounding apartments and provide a semi-public central gathering space. A courtyard must be provided in the southwest corner of the site, in order to respond to the existing Valve House building. Courtyards are privately owned but publicly accessible between sunrise and sunset at a minimum. Access arrangements will be enforced via s173 agreement.

6.1.8 Shot Tower View

A new open space will be provided at the intersection of Smith Street and the new Village Street. This open space will provide a welcoming entrance for visitors entering the precinct from Smith Street. This open space will also allow a view back towards the historic Shot Tower on Alexandra Parade.

6.1.9 Building Length

Buildings are broken down in order to relate to the surrounding urban context, improve the pedestrian experience, and improve internal apartment amenity.

6.1.10 Building Interfaces & Vertical Rhythm

The façades of each building will be carefully considered to provide a high quality architectural frontage with a fine-grain rhythm that promotes a pedestrian priority precinct and a human scale to new streets. Vertical articulation with vertical breaks are encouraged, helping to define building entrances, light wells or urban greening, and helping to visually break down long continuous buildings so that they appear to be separate forms. Wind climate design will ameliorate wind conditions at street level and within public spaces, and acoustic treatments will address the impact of existing and potential noise.Building openings such as windows, doors and balconies will create a sense of depth. Where appropriate, internal uses can be visible from the street, showcasing the activity inside. Habitable room windows and balconies will be located and designed to avoid direct views to other habitable spaces, and will ensure maximum sunlight to these spaces.

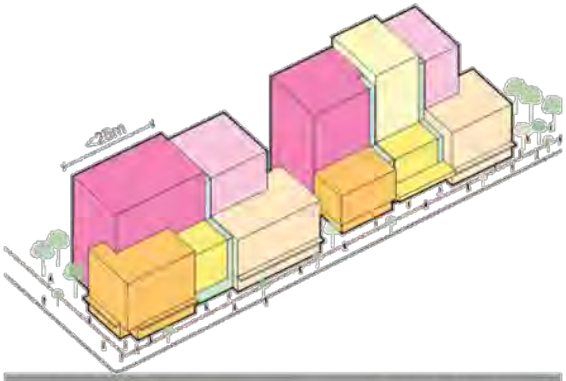
Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site. Development will allow for a coordinated strategy for ground floor uses that creates vibrant and active street frontages and diversity of economic activity and avoids vacancies. This will ensure high levels of public interaction and diversity of activity. The design and curation of ground floor interfaces should ensure a high-quality pedestrian experience. This should be achieved by:

- Creating vibrant and active street frontages that provide for high levels of public interaction and diversity of activity.
- Ensuring a legible street with easily distinguishable points of entry, threshold and refuge.
- Ensuring adequate passive surveillance of the public realm.
- Providing a sense of transition between public and private space and ensure adequate privacy for residents.
- Ensuring that retail and commercial tenancies are designed to be fit for their purpose and can be adapted over time.
- Ensuring pedestrian connections are legible throughout the site and between uses, with easily distinguishable points of entry, threshold and refuge.
- Providing visual and physical connections between residential entrances and open space.
- Providing for weather protection, landscape and greenery in building façades and thresholds.

6.1.11 Transition Zone

Each building should have a 'transition zone'. Within this zone, building façades may cantilever and step out, but only to respond to the functional use inside, creating a more robust building that can adapt over time as needs change.

Within the transition zone, balconies, canopies, pergolas, built-in seating, frameworks for sun-shading and urban greening help soften the building interface.



76 VERTICAL UNDULATION


77 ACTIVE GROUND FLOOR INTERFACES


78 ACTIVE GROUND FLOOR INTERFACES

6.1.12 Building Heights & Setback Controls

Table 1 outlines preferred height and setback controls which provide guidance for future development and are generally in accordance with the DPO16. The preferred heights and setbacks are shown indicatively at Figure 75 and provide an example of how building massing may be distributed across the site.

To comply with the Better Apartment Design Standards (BADS) and achieve fully accessible hobless balcony thresholds, a potential increase in the overall maximum height is required from 33 to 35 metres as noted in Table 1 - Preferred Height & Setback Controls.

Table 1 - Preferred Height & Setback Controls

Street Interface	Distance from Boundary	Maximum Height within Setback	Compliance with DPO
Queens Parade	0-8 metres	20 metres (6 storeys)	Compliant
	Greater than 8 metres	33-35 metres (10 storeys)	Generally in accordance with
Smith Street between Queens Parade and Council Street	0-3 metres	0m	Compliant
	3-8 metres	17 Metres (5 storeys)	Compliant
	Greater than 8 metres	33-35 metres (10 storeys)	Generally in accordance with
Smith Street between Council Street and Alexandra Parade	0-3 metres	0m	Compliant
	3-11.5 metres	17 metres (5 storeys)	Average of 17 metres (5 storeys), with a mix of 14 metres (4 storeys), 17 metres (5 storeys) and 20 metres (6 storeys) on the corner of Smith Street and Alexandra Parade
	Greater than 11.5 metres	33-35 metres (10 storeys)	Generally in accordance with
Alexandra Parade between Smith Street and Village Street	0-22 metres	33-35 metres (10 storeys)	Generally in accordance with
	Greater than 22 metres	33-35 metres (10 storeys)	Generally in accordance with
Alexandra Parade between Village Street and George Street	0-1 metres	0m	Compliant
	1-22 metres	33-35 metres (10 storeys)	Generally in accordance with
	Greater than 22 metres	33-35 metres (10 storeys)	Generally in accordance with

Street Interface	Distance from Boundary	Maximum Height within Setback	Compliance with DPO
George Street	0-2 metres	0m	Compliant
	Greater than 2 metres	33-35 metres (10 storeys)	Responds to evolving George Street character in line with Section 6.1.5.
Gore Street easement east	0-3 metres	14-25 metres (4-8 storeys)	Not required.
	Greater than 3 metres	33-35 metres (10 storeys)	Generally in accordance with
Northern facade of valve house	0-10 metres	0m	Compliant
	10-18 metres	20 metres (6 storeys)	Compliant
Eastern facade of valve house	0-9 metres	0m	Compliant
	9-20 metres	20 metres (6 storeys)	Compliant

*Access pathways to primary building entries must be provided from within Parcels or adjacent streets and not directly off public open spaces. Secondary entries and entries to flexible spaces may address public open space without encumbering its use. Where provided, threshold areas or private open space associated with secondary entries and flexible uses must be provided within the Parcel. Refer to Section 5.5 for further detail.

Table 2 - Minimum Internal Courtyard Dimensions

Parcel	Minimum East - West Dimension	Minimum North South Dimension
Parcel A	19 metres	12 metres
Parcel B	15 metres	32 metres
Parcel C	10 metres	42 metres

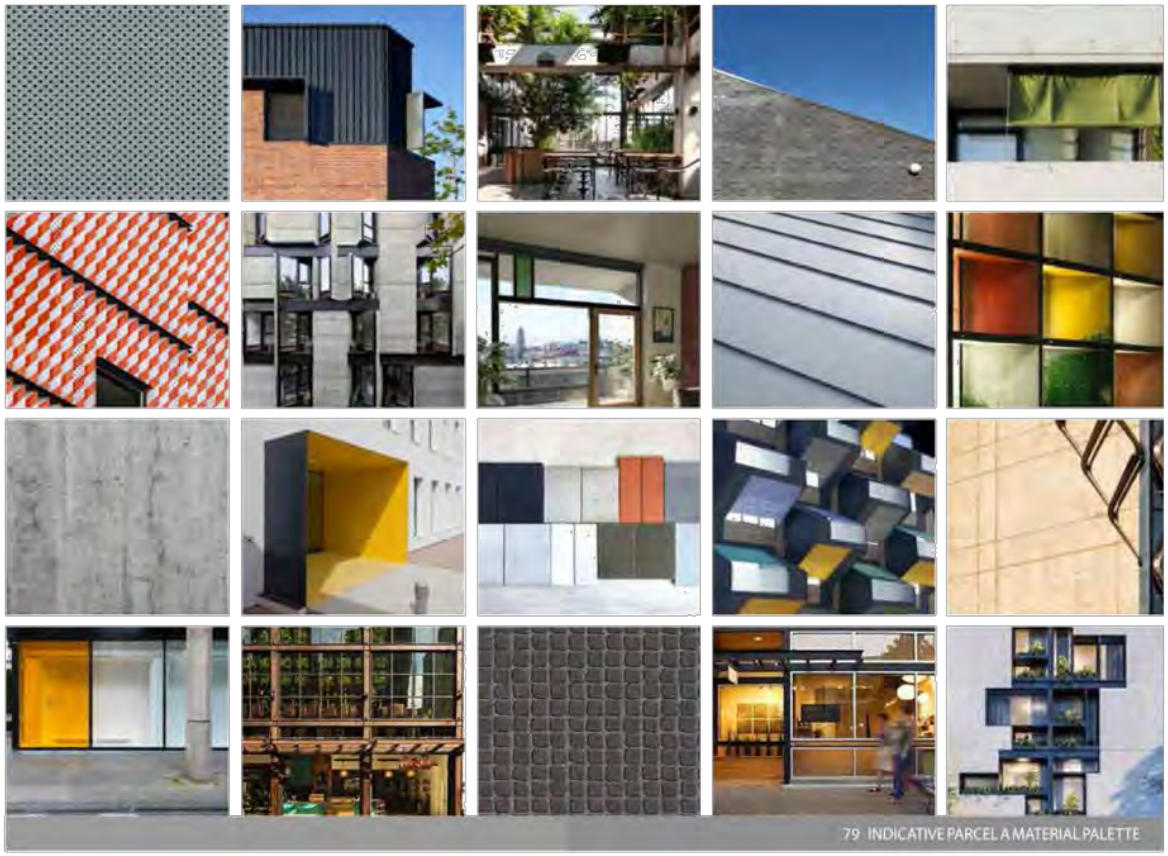
**Table 1 and Table 2 to be read in conjunction with Figure 75 Indicative Building Heights diagram.

6.2 Parcel Visions

6.2.1 Parcel A

Parcel A is located to the south-west corner of the precinct and has a frontage to Alexandra Parade and George Street. Its identity will draw on the character of Fitzroy and Collingwood. The retention of the historic Valve House and the robustness of the architectural language and materials speaks of the industrial heritage of these neighbourhoods. The materials and character of Parcel A will be honest and robust, providing a background that highlight the neighbourhoods industrial and creative history.

Northern and eastern entryways to this precinct should reference the industrial framing that provides moments for urban greening. Western and southern entryways to this precinct should reference the former brick wall that ran along Alexandra Parade and George Streets, but provide contemporary cuts and openings or breeze blocks to allow glimpses of the activity inside.

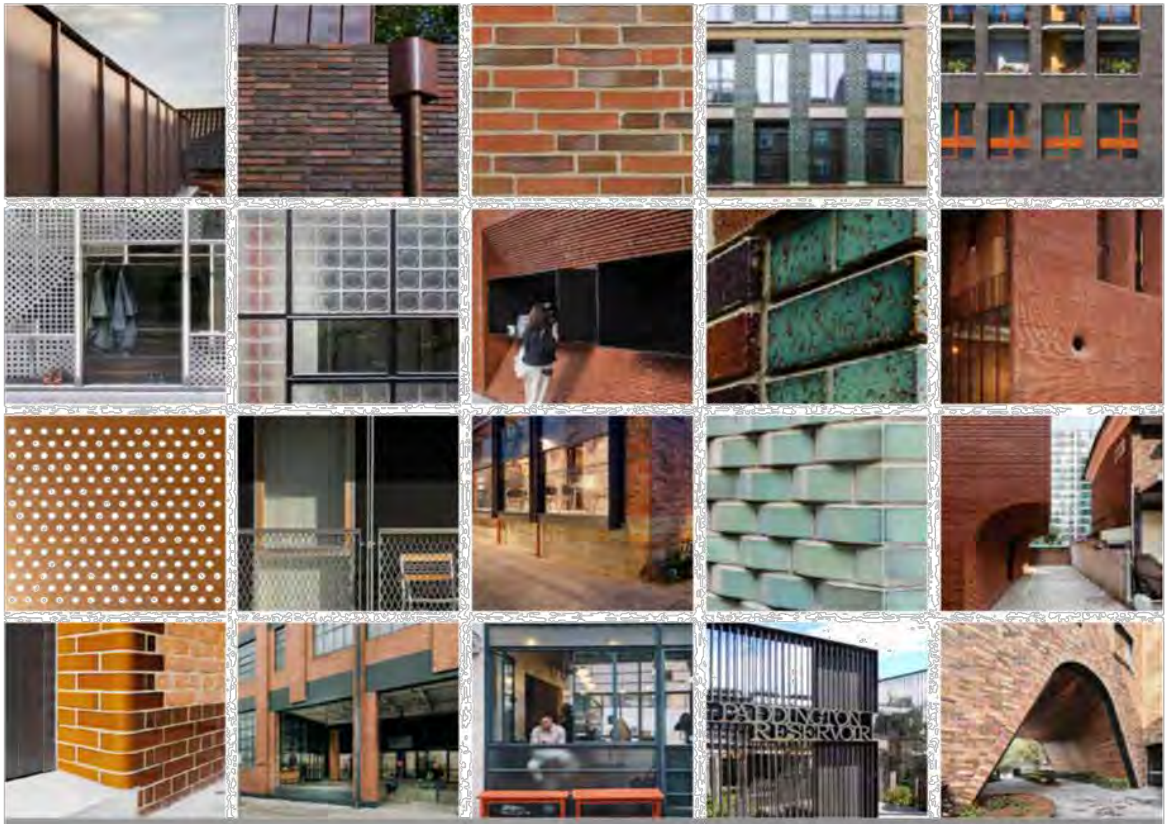


79 INDICATIVE PARCEL A MATERIAL PALETTE

6.2.2 Parcel B

Parcel B to the South East interface of Alexandra Parade and Smith Street should draw on the character of Collingwood and Fitzroy. Parcel B borrows from the urban industrial heritage of Collingwood and elevates the precinct through the introduction of steel framing and urban greening. The materials and character of Parcel B should reflect Collingwood's urban and 20th Century industrial character. Materials should reference industrial elements, such as the brick warehouses and industrial steel elements. Robust mixed-batch brick should be heavily referenced in this quarter, with red and brown tones complemented by copper green entrances, canopies and other finely crafted details at the ground floor. Moments of vertical greening and roof terraces soften and bring life to an austere base.

Entryways to this precinct should reference the use of brick and structural masonry elements, such as archways. Entryways may also be made of black steel, with steel lettering spelling out the name of the precinct, building names or other important way finding elements.

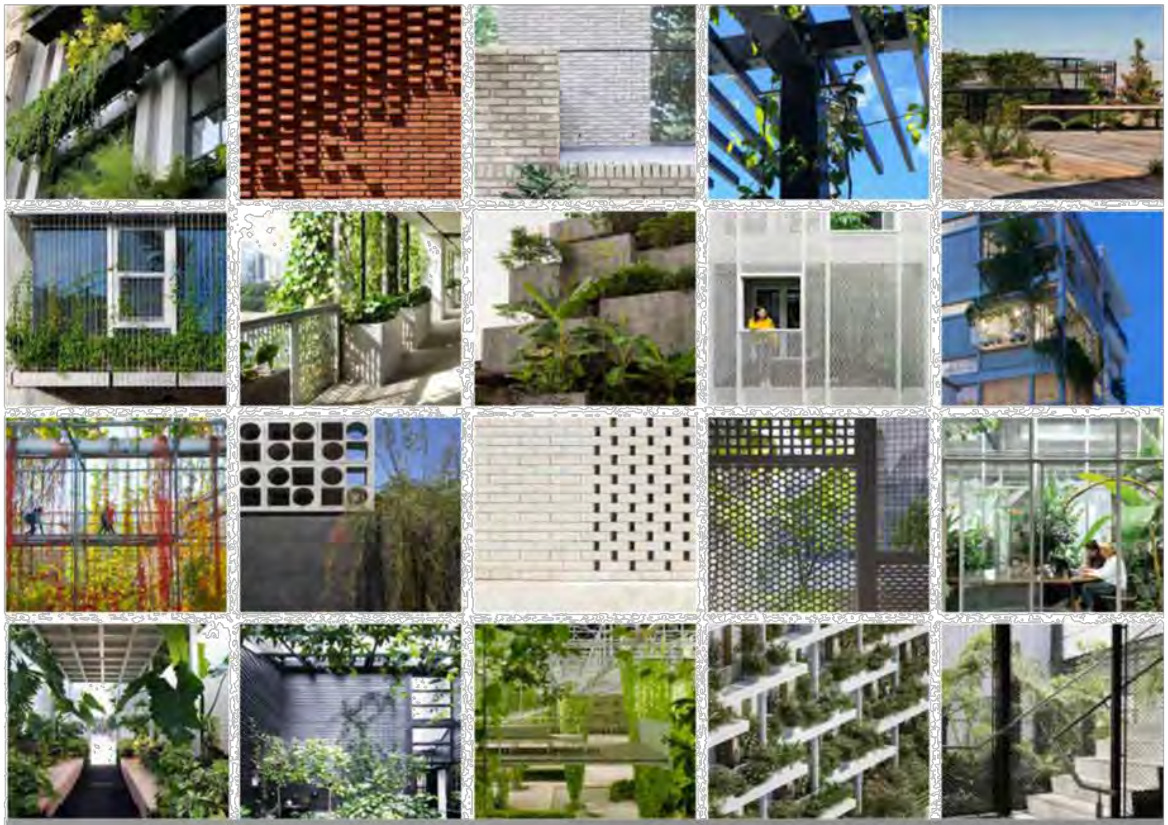


80 INDICATIVE PARCEL B MATERIAL PALETTE

6.2.3 Parcel C

Parcel C to the north-east interface of Queens Parade and Smith Street should draw on the parklands and backyards of Fitzroy North and Clifton Hill. Parcel C links to the Edinburgh and Darling Gardens as a lush, green village that engages with the local community. The materials and character of Parcel C should reflect the leafy character of Fitzroy North and the nearby Edinburgh Gardens, with high-quality materials and finishes throughout. A textured brick base of terracotta and cream is layered with lightweight screens, balconies, walkways, canopies and rooftops, providing ample opportunities to intergrate lush greenery.

Entryways to this precinct should incorporate light framework elements that provide opportunities for lush greenery.



81 INDICATIVE PARCEL C MATERIAL PALETTE

Development Plan Response

Part 7.0 Affordable Housing

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).



Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan



7.1 Affordable Housing Strategy

The Affordable Housing Strategy for this site will deliver 20% of dwellings as Affordable Housing. The strategy comprises two primary delivery models:

- Social Housing, that is subject to State funding will be either; owned by the State and operated by a Registered Housing Agency, or owned and operated by a Registered Housing Agency; and
- Market Affordable Housing comprising market products such as affordable rental and affordable purchase products with flexibility for a range of delivery models and tenures.

The ability of the site to deliver any significant amount of Social Housing is entirely dependent on securing State funding support. If State funding is not secured, the targeted delivery of 20% of dwellings as Affordable Housing will be met primarily through affordable market products with the flexibility for other innovative Affordable Housing models to be applied.

7.2 Development Response

7.2.1 Allocation

Affordable Housing is to be allocated according to the adopted delivery model:

- Social Housing : 100% of Social Housing dwellings is to be allocated to eligible households on the Victorian Housing Register (VHR).
- Market Affordable Housing: Market Affordable Housing dwellings will be allocated to eligible households earning within the Victorian Government-defined income bands, updated annually by the Governor in Council Order. An assessment will be made to validate that households earn within the designated Affordable Housing income bands.

7.2.2 Affordability

The measure of affordability is dependent on the adopted delivery model:

- Social Housing: No more than 25% of household income is spent on rent and is only provided to eligible tenants from the VHR.
- Market Affordable Housing, rental product: Affordable rents are calculated assuming 30% of household income is spent on rent.
- Market Affordable Housing, purchase product: No more than 30% of household income is spent on mortgage. Price points are to be within the purchasing capacity of target households.

For other Affordable Housing models not captured within these three broad categories, affordability is assumed to mean that housing costs (either mortgage or rent) will be no more than 30% of household income. As specified in Section 7.2.1 Allocation, to be eligible for Affordable Housing households must earn within the Victorian Government-defined income bands. In all delivery models the dwelling is to be appropriate to the needs of the household occupying it.

7.2.3 Longevity of Benefit

Social Housing dwellings must be provided in perpetuity for the use of tenants from the VHR, or as otherwise agreed by the Director of Housing.

For Market Affordable Housing a binding Development Agreement and section 173 will require the selected developers to deliver a minimum proportion of Affordable Housing on their site in a form that is consistent with the Planning and Environment Act 1987, and that satisfies the Responsible Authority. Section 173 agreements to be entered into if required at Planning Permit stage for the Build to Rent and other affordable product noting that buildings under the control of the Director of Housing are regulated under other legislation.

7.2.4 Tenure

The tenure of Affordable Housing is to be secure and provided to eligible households as defined by the Planning and Environment Act:

- Social Housing: Where Social Housing is delivered, it must be operated by a Registered Housing Agency (RHA), as per the requirements set by the Director of Housing and the Victorian Housing Registrar.
- Affordable Housing as a rental product: Secured through a lease agreement as provided for in the Residential Tenancy Act 1997.
- Affordable Housing as a purchase product: Available to owner occupier households that meet the specified income eligibility thresholds.

7.2.5 Type (Built Form)

To ensure Affordable Housing appropriately responds to estimates of current and forecast demand, the following dwelling mix is suggested for the Affordable Housing components of the development (noting that the final mix may vary from building to building or between delivery models):

- Up to 60% 1-bedroom and studio apartments with no more than approximately 25% of the total being studio apartments.
- Up to 60% 2-bedroom apartments.
- Up to 10% 3-bedroom (or larger) apartments.

7.2.6 Location

Affordable Housing is proposed to be located throughout the development. Where Social Housing is delivered, subject to State funding, it will likely be delivered in a single building.

7.2.7 Integration

Affordable Housing dwellings will be of high design quality and tenure-blind, and integrated within the site either:

- As single purpose Affordable Housing buildings distributed within the site; or
- As Affordable Housing within mixed tenure building.

Affordable Housing dwellings will be assessed under the provisions of the Better Apartment Design Standards (BADS) or equivalent.

7.2.8 Staged Delivery

- Where Affordable Housing is to be delivered on a staged basis, the developer is required to ensure that a minimum of 80% of the proposed Affordable Housing within their site is delivered to the satisfaction of the Responsible Authority, prior to the final planning permit approval being granted.

7.3 Implementation

Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2, and at a minimum specify the following:

- The Report must set out how the development will respond to the following requirements:
- Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.
- The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.
- Evidence establishing that the arrangement can demonstrate an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987.
- Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.
- Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct.

Attachment 1 - Attachment 1 - PPE22/0190 - 111 Queens Parade Fitzroy North - Fitzroy Gasworks DP Endorsed Development Plan

Movement



Development Plan Response

Part 8.0 Movement

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.

Site Design and Land Use

- Design effective traffic management and car parking to service the whole site.
- Innovative approaches to car parking provision will be considered.
- Provide for safe and convenient pedestrian, cyclist and vehicular access.
- Minimise vehicle entries to reduce impact on footpaths.
- Provide a new tram stop on Smith Street which is compliant with the requirements of the Disability Discrimination Act 1992 (DDA).
- Provide two bicycle spaces per dwelling.
- Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.

8.1 Movement Overview

The Fitzroy Gasworks development will incorporate a mix of residential, commercial and community spaces. The commercial and residential developments will be distributed across three different parcels of land. The following transport related strategies have been proposed on the basis of approximate land use allocation across the site, it should be noted that these are subject to change and should be treated as indicative:

- 1,114 dwellings; 112 hotel rooms / accommodation;
- Community space; and
- 6,420 sqm. of flexible space.

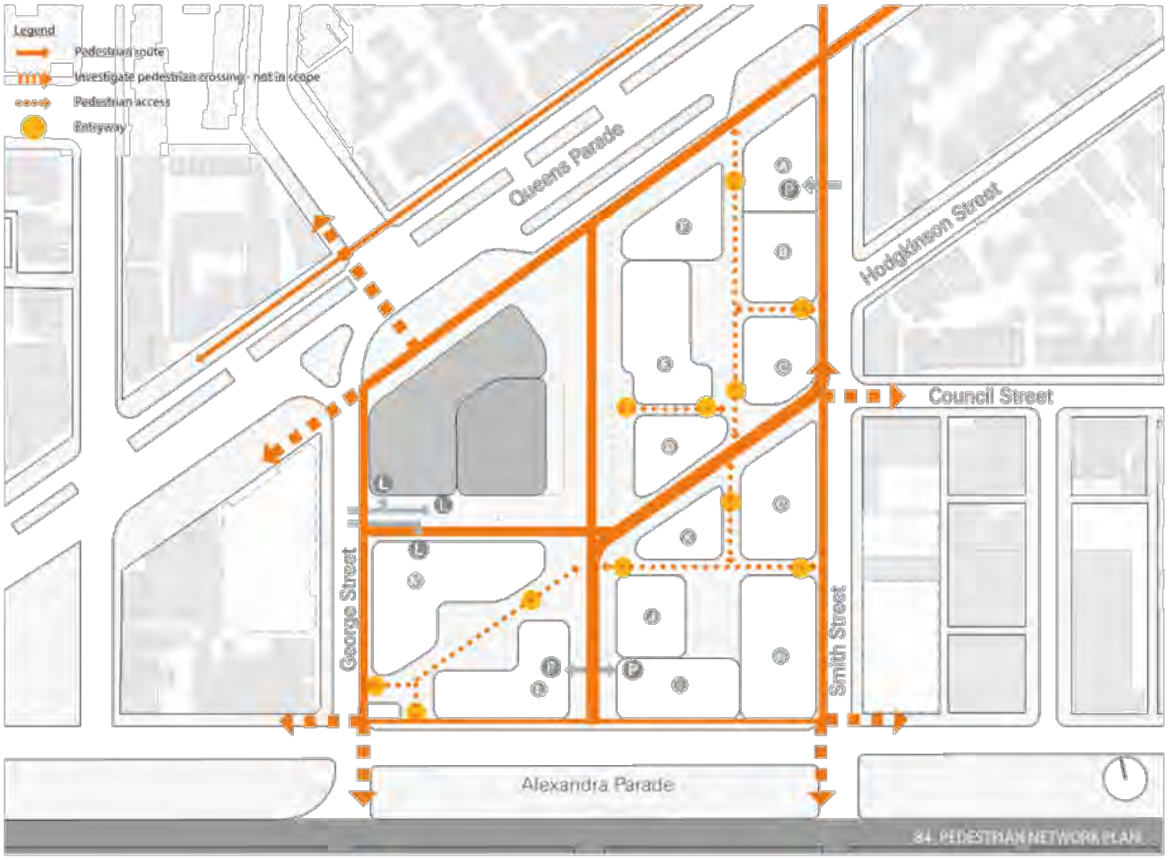
8.2 Pedestrians

Careful consideration will be given to the design of pedestrian, cycling and vehicular connections throughout the site to create safe and convenient access, support development and integrate activity between the site and surrounding neighbourhood.

This precinct will be a pedestrian-prioritised neighbourhood. The new internal road (Village Street) will be a shared street, with slow traffic speeds and high pedestrian amenity and a surface texture difference from the surrounding road network.

A series of clear pedestrian walks will be created through the site, complemented by a network of laneways providing access through internal courtyards.

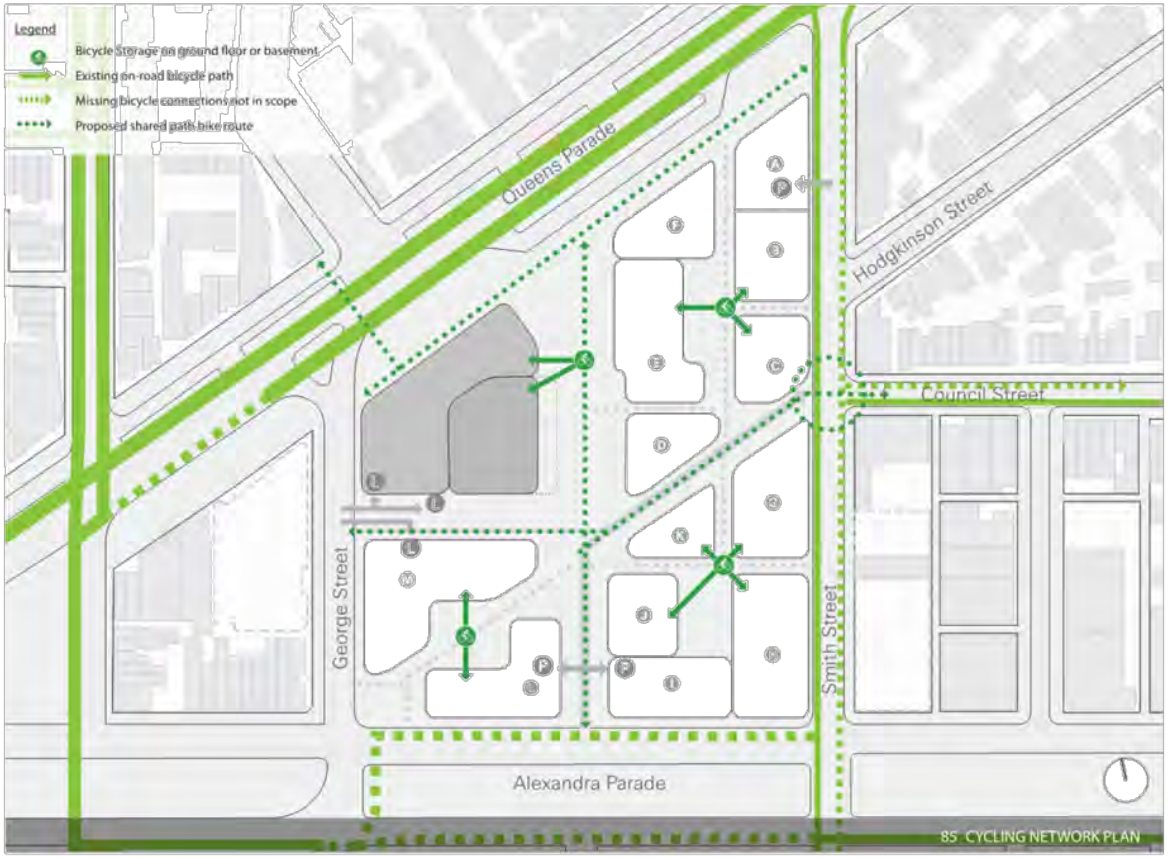
All footpaths must be designed and delivered in accordance with the principles outlined in the Australian Model Code for Residential Development (AMCORD) for pedestrian facilities.



8.3 Cycling

This precinct will make the most of its location close to major bicycle paths on Queens Parade, Napier Street and Wellington Road, and the high provision of bicycle parking on the site to make cycling a preferred transport method for residents within the precinct. Cycling access will be provided throughout the site through a series of primary and secondary bicycle connections. Slow speed cycle access will be encouraged through the site in the design of the shared street and pedestrian connections, encouraging local travel. High-speed cycling through the site will be discouraged, to minimise potential conflicts with pedestrians.

Two bicycle parking spaces are provided per dwelling unless further justification is submitted at planning application to the satisfaction of the Responsible Authority.



8.4 Public Transport

The site wayfinding signage strategy is to clearly note the location of the tram stop and other key public transport access points. Sustainable transport plans are to be provided to building occupants that promote the use of public transport.

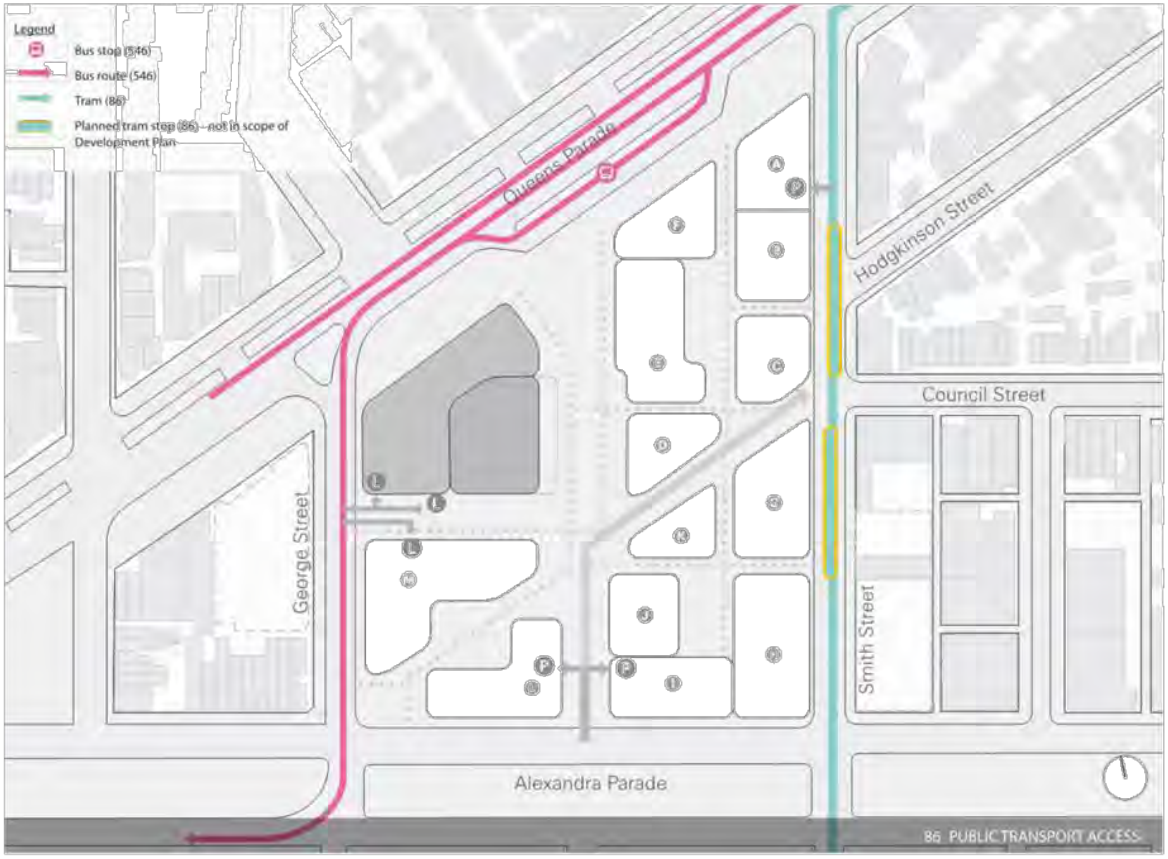
8.4.1 Bus

An existing bus stop on Queens Parade will service the school, sports courts and the whole precinct. This stop currently serves the 546 Heidelberg Station - Melbourne University - Queen Victoria Market bus.

8.4.2 Tram

The site is served by the 86 Bundoora RMIT - Waterfront Docklands tram along Smith Street. While development will be designed to support a planned new tram stop located on Smith Street, the planned tram stop works fall outside of the scope of this Development Plan and are subject to separate approval processes and negotiations with other authorities.

Buildings within the precinct addressing Smith Street will be designed to strongly encourage the use of tram services.



8.5 Private Vehicle Access & Car Parking

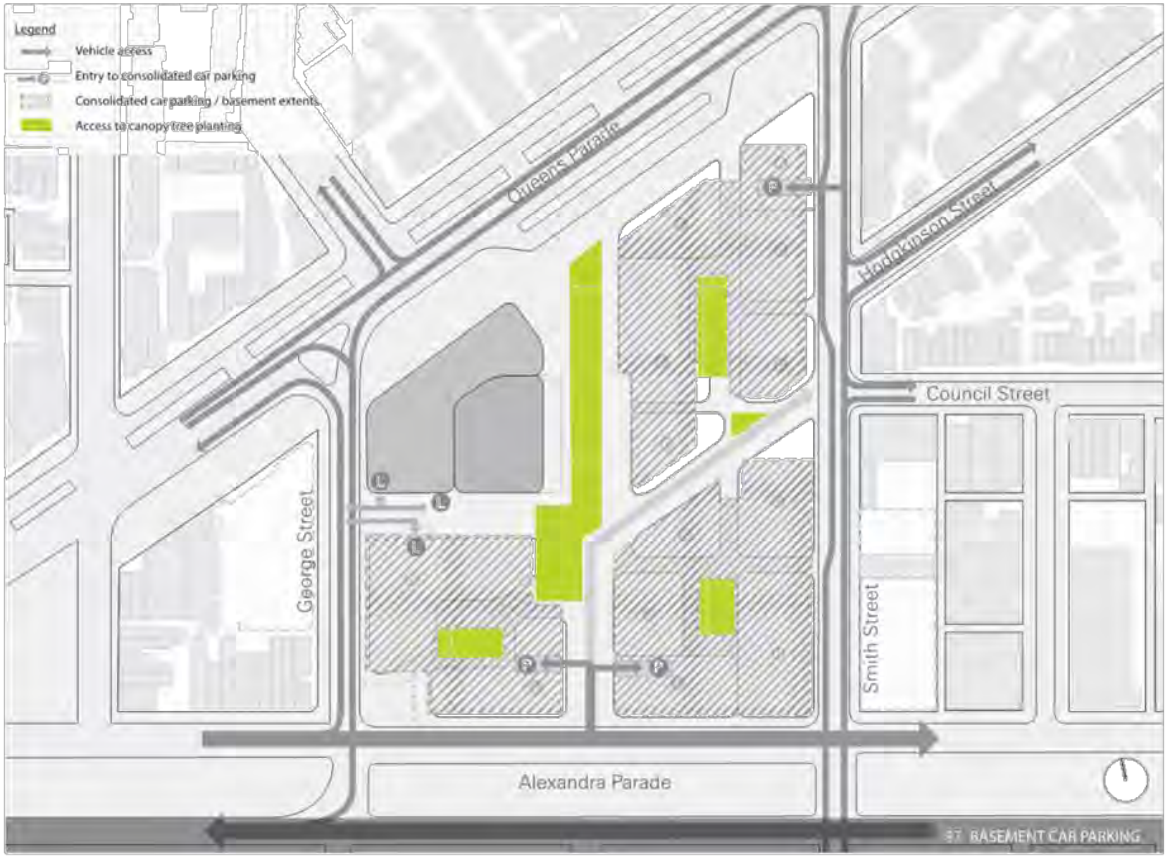
Car park entrances will be limited to three across the site, with pick-up and drop-off along Village Street and one-way access along Village Street, thereby reducing impacts on pedestrian footpaths and avoiding delays to Smith Street trams. There will be approximately 790 car spaces provided within the precinct boundary. These will be consolidated on the site to improve the efficiency of use of the car parking asset and to minimise cross-overs throughout the precinct.

Most of these car parking spaces will be provided within the basement of the various development parcels across the site. Only DDA and short-term drop-off is to be provided along Village Street.

Vehicle access points within the site should be designed to prioritise pedestrian movement as well as minimise conflict between pedestrians, bicycles and vehicles. Private vehicular access is to be limited. To achieve this, the following design requirements should be met:

- Access points to car parking, loading and unloading and pick-up/ drop-off areas as shown in Figure 87 and Figure 88.
- A shared street with bike paths and clear pedestrian routes as per Figure 84 Pedestrian Network Plan and Figure 85 Cycling Network Plan.
- All private car parking located in basements.
- Extent of possible basement limited as shown in Figure 87 Basement Car Parking.
- No basements beneath Public Open Space.

The proposed functional layout plans must be approved by the Responsible Road Authority prior to any commencement of works on the site. This should also include a staging plan for the proposed works and site-wide construction management plan.



87 BASEMENT CAR PARKING

The precinct will prioritise pedestrian access and amenity throughout and minimise the impacts of vehicular movement by creating a shared village street. Materiality and plantings will emphasise pedestrian priority and limit vehicular movement within the precinct.

Design of vehicle access should:

- Create a high-quality 'Village Street' that prioritises the movement of pedestrians and cyclists over motorists.
- Use landscaping, street furniture and public realm treatments to control vehicle movement and signal to motorists entering the precinct that they are entering a pedestrian priority environment.
- Ensure legible streets and pedestrian connections with easily distinguishable points of entry and thresholds.
- Provide for local traffic access at low volumes only, with loading access and DDA compliant parking.
- Ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.
- Provide temporary access to vehicles for maintenance, servicing, emergency access and events within the development.

Visitor and disabled car parking should:

- Prioritise green and sustainable modes of travel, including the provision of infrastructure and initiatives to reduce reliance on private vehicle travel.
- Use landscaping, street furniture and public realm treatments to delineate between designated parking areas and the rest of the street.
- Use landscaping, street furniture and public realm treatments to signal to motorists entering the precinct that they are entering a pedestrian priority environment.
- Ensure car parking and loading access within the development facilitates high turnover.
- Ensure DDA compliant parking spaces are easily accessible from pedestrian entries to residential buildings and community facilities.
- Ensure vehicle loading within the development is accessible and safe, while prioritising pedestrian and cyclist movement within the development.
- Provide temporary access to vehicles for maintenance, servicing, emergency access and events within the development.

8.6 Service & Emergency Access

Service and emergency access will be provided throughout the site. Waste collection, loading and utility access is preferred to occur in basements and is subject to further design detail and assessment at the time of lodgement of individual planning applications.

Alternatively, secure refuse locations can be provided at ground floor within private developments to enable waste collection by larger vehicles via the internal streets. Under no circumstances are waste bins to be stored or collected from within the public realm.

Service access for the school and future sports will be provided via a two-way lane immediately south of the school. Restricted access will be provided on paved paths that are engineered to take the weight of vehicles in the Gore Street easement, controlled via bollards. This will allow intermittent access for loading, maintenance, setting up events and emergency access and provides effective management of traffic and parking across the whole site.

Wherever building services are located at ground level careful consideration is to be given to the design of the enclosures to minimise negative impact on the public realm.



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Development Plan Response

Part 9.0 Environmentally Sustainable Design

The Green Star Communities rating tool has been applied to the precinct, and a 6 Star Certification has been achieved. This will be recertified every five years, being maintained until whole of precinct completion. Buildings delivered by Development Victotis will achieve a minimum 5-Star Green Star Buildings certified rating (or equivalent). Green Star will not be mandated as a rating tool for private developments, however certification to a 5-Star Green Star equivalent will be required, with the selection of final rating tools to be adopted for each building to be locked into Development Agreements.

Development Victoria will manage implementation of the 6 Star Green Star Communities rating commitments across the precinct.

This section outlines how the Development Plan responds to the following requirements of DPO16:

Development Plan Components

- Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.



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9.1 Environmentally Sustainable Design

In order to ensure delivery of Fitzroy Gasworks Sustainability Objectives, the following measures are required to be met across the site.

9.1.1 Energy Conservation

The following strategies aim to reduce the site's operational energy use and associated greenhouse gas emissions and resource use, as well as limit the site's peak electricity demand.

- Installation of solar photovoltaic (PV) arrays for energy generation via roof mounted systems to most buildings on-site. As part of the project's Green Star submission, the project will aim to provide 20% of total energy use for the precinct to be from on-site solar generation. The specific arrangement for each building will be subject to refinement during detailed design.
- All infrastructure lighting (traffic lights, street-lights etc.) to be LEDs.
- Utilise lighting controls systems (e.g. occupancy sensors, daylight sensors etc.), where technically possible and appropriate.
- The future apartment blocks will be required to meet an average minimum of 7 Stars NatHERS Energy Rating. This is above the minimum National Construction Code (NCC) requirement of an average 6 Stars and indicates that apartment blocks will still maintain high level of energy ratings. Higher energy ratings generally imply more sustainable design i.e. the higher the rating, the less energy is consumed by the building. This also helps to improve occupant thermal comfort and affordability through reduced energy bills.
- Non-residential buildings intend to exceed the minimum standards set in the NCC 2019 for insulation and glazing. A specific % improvement has not yet been agreed due to the limited industry application of the 2019 requirements on the type of retail and commercial tenancies likely to be built on this site. Hence the site has, at least initially, opted for the high amount of renewable energy from solar PV (as outlined above) as this commitment can be well understood.
- Apartment buildings to be provided with openable windows to all habitable spaces e.g. bedroom and living rooms of apartments. This allows occupants to utilise natural ventilation to cool passively when conditions are suitable, reducing reliance on HVAC energy use.
- Future buildings to achieve good passive design through:
  - The masterplan layout enables opportunities for passive design in the buildings; it is noted that the building design and layout will be under the scope of the developer for each lot, and the project at this stage has opted to stipulate performance standards for passive design in the form of increased NatHERS ratings. However, the current masterplan indicates apartment building designs that minimise the extent of south facing apartments to promote passive heating, and balcony placement to these façade orientations to assist in shading the peak solar gains.
  - External shading devices such as eaves and overhang.
  - Above min. NCC insulation and glazing requirement.
- The project's design towards net zero emissions is based on:
  - Significant on-site renewables generation as outlined above, and;
  - Demand reduction as outlined above.
  - No natural gas provided to the development lots as part of the masterplan: The use of all electric fuel sources (for non-vehicle energy use) on-site which are in line with a trajectory to zero carbon in conjunction with a decarbonising grid.
  - The development will target zero carbon operations.

9.1.2 Water Conservation

Water resources will be utilised efficiently throughout the development. It is noted that specific sizing or committed percentage reductions in water usage are related to the design of the buildings themselves, which is a level of detail beyond the master planning stage. It is targeted that a 30% reduction potable water demand be met through fixtures selection and on-site rainwater systems. Strategies to achieve this are:

- Reduce potable water usage through the inclusion of efficient fittings and fixtures to reduce the volume of mains water used. Water appliances and fixtures will be selected within one star of the Water Efficiency Labelling Scheme (WELS) rating of the best available.
- Rainwater tank(s) are to be mandated for each apartment building to harvest rainwater for on-site non-potable water use e.g. toilet flushing and irrigation, where technically possible. This will not only reduce potable water use but also reduce and attenuate the stormwater flows from roof areas to the local stormwater system. The specific sizing of rainwater tanks is beyond the scope of this master planning stage.
- Native and drought tolerant plants (e.g. xeriscaping) to be introduced for the planter boxes and landscaped areas on-site.
- Selection of water efficient irrigation systems, where irrigation systems are required.

9.1.3 Water Sensitive Urban Design

Stormwater impacts on catchments are to be reduced, consistent with the general principles as detailed in Urban Stormwater Best PracticeEnvironmentalManagementGuidelines(MelbourneWater). Strategies to achieve this are:

- Rainwater tanks will be included on the site which help to manage the stormwater runoff volumes.
- Rain-gardens will be adopted which are proposed to take the form of tree pits. Additional treatment options may also be considered in detailed design.
- Permeable pavement to selected areas. The project is targeting at least approximately 8.7% of area as pervious space.
- ThroughpreliminaryMUSICmodellingtheprojectisachievingover and above the compliance levels of the Green Star Communities Stormwatercreditforbestpracticelevelspollutantreductionand runoff volume management i.e. reduction in Total Phosphorus (TP), Total Nitrogen (TN), Total Suspended Solids (TSS) and gross pollutants. These requirements are consistent, and in some areas higher than, the Melbourne Water requirements.
- 25% permeable area and 30.5m2 of bioretention in the form of rain-garden areas within the public realm.

Stormwater management under the construction stage will fall within the Construction Environmental Management Plans (CEMP) of the Contractors. These plans will be mandated to meet the best practice requirements under the Green Star Communities Environmental Management credit. WSUD infrastructure required for private development's is to be within title boundaries and not public areas. The proposed sustainability measures must be located within privately owned land and must be managed and maintained by the relevant property owner through relevant agreements. The storm water management plan and legal points of discharge are to be approved by council as part of the Planning Permit process and prior to any beginning on site. All stormwater design to be consistent with Melbourne Water design and modelling.

9.1.4 Waste Management

The total amount of waste sent to landfill during both construction and operation will be reduced. Strategies to achieve this are:

- Theprojectwillincludethefollowingoperationalwasteinitiatives in addition to standard landfill waste collection:
  - Public place recycling scheme;
  - A residential recycling scheme;
  - Residential composting or Green Waste scheme, which is likely to take the form of a FOGO (Food Organics and Garden Organics) system;
  - Glass recycling, and
  - All waste disposal points within the common areas of buildings are to include both recycling and general waste, FOGO and glass recycling.
- Implement Waste Management Plan or relevant section within the general construction management plan, which includes the provision of appropriate recycling and waste stream segregation during construction works as per the relevant Green Star credit.
- Project to achieve 80% of construction waste to be recycled or reused.
- All waste disposal points within the common areas of buildings are to include both recycling and general waste.

9.1.5 Sustainability Practices in Demolition & Construction

Environmental impacts of demolition and construction will be limited through the use of materials/products with a favourable life cycle assessment in terms of recycled or reused content, likely end-of-life disposal, embodied energy, biodiversity and human health. Strategies to achieve this are:

- All timber used in the development encompassing both built form and the public precinct areas will be Forest Stewardship Council (FSC) or Program for the Endorsement of Forest Certification (PEFC) certified.
- All steel used in the development for built form and in public precinct areas will be sourced from a Responsible Steel Maker.
- Buildingswithintheprojectwillhavethefollowingasbenchmark:
  - Allthermalinsulantsandrefrigerantsusedintheprojectareto bezeroOzoneDepletionPotential(ODP)intheirmanufacture and composition.
  - Preference will be given to local building materials where these are available to fulfil the required performance and value parameters.
  - Permeable paying should be utilised to reduce stormwater overland flows and pollutants via ground infiltration.
- To manage impacts during construction practices, the head contractor is to implement an environmental management system and project specific environmental management plan in line with Green Star compliance standards.

9.1.6 Landscape

Provision of habitat, green spaces and climate control will be considered throughout the development as appropriate. Strategies to achieve this are:

- Mitigating urban heat island effect through providing green space in public areas, plus rooftops of buildings to comprise one or more of the following (excluding services areas). The preferred option, or mix of options, will include one or more of the following:

- Low solar absorbance roof finishes with solar reflectance index (SRI)>60%;
- Hardscaping elements shaded by overhanging vegetation or roof structures;
- Water bodies and/or water courses;
- Solar panels; and/or
- Roof gardens.

- At least 50% of the total project site area, in plan view will comprise of the final 'mix' of options listed above, which will include minimum areas of each to meet project targets (e.g. Green Star Urban Heat Island effect benchmarks, the project's solar PV mandate, and the food production requirement). It is beyond the scope of this masterplan to specify the exact mix of these three items.
- Explore options for a productive community garden(s). This may be spread across public areas or roofs. The community garden will be accessible to the residential community, have access to sunlight throughout the year as well as appropriate drainage.
- Project to provide, as a minimum, net improvement in ecological value (as calculated under Green Star) compared to previous development.
- Permeable pavements to selected areas.
- Increased canopy cover to achieve 30% of public space coverage (at maturity). This is in line with the 'Landscape and Public Realm' Report.
- Development lots to submit a Green Factor scorecard and achieving a target score of 0.55. This is a new tool developed by the City of Melbourne to assess green infrastructure (e.g. vertical greening, green façade and planters) in new developments.
- Use of native and local flora species to at least 90% of public realm planting.

9.1.7 Transport

Built environment design intends to promote the use of walking, cycling and public transport. Strategies to achieve this are:

- Unless further justification is submitted at planning application to the satisfaction of the Responsible Authority, the proposed development intends to provide two bicycle parking spaces per residential unit which exceeds the minimum requirement and is a generous provision within the residential developments.
- On-street bicycle parking opportunities via public hoops will also be provided at various locations through the roads and paths within the site.
- The project achieves the maximum possible score under Green Star for 'Walk-able Access to Amenities' and 'Access to Fresh Food' through a combination of on-site and existing adjacent facilities and services.
- The site is well served by existing public transport networks, and a new tram stop is being planned to serve the development.

9.1.8 Innovation

Development Victoria is committed to sustainability outcomes as a core policy objective and has already achieved the first certified 6-Star Green Star Communities rated precinct in Yarra. Development Victoria will leverage the competitive market engagement process to seek sustainability innovation proposals, and evaluation of these proposals will be assessed and weighted as part of evaluation. Furthermore, the development will consider design features and initiatives that go beyond standard practice. Strategies to achieve this are:

- Financial Transparency – Promote transparency on the costs and benefits of sustainable building practices.
- High quality staff support - Promote positive mental and physical health outcomes of site activities and culture of site workers, through programs and solutions on-site.
- Considerations of car share schemes and electric vehicle parking facilities through the development of Green Travel Plan.
- Employment of community development officer and establishing community group and events to engage and facilitate the development of the project's community.
- Provision of wireless local area network at every activity centre within the development.

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Not in Use

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Development Plan Response

Part 10.0 Development Plan Requirements

Summary Table

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DPO16 Requirement	How Addressed
Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.	The development will deliver a true 'mixed use' precinct, comprising: • Dwellings • Flexible spaces capable of accommodating Specialist Disability Accommodation (SDA), commercial, retail and community uses • A dedicated space for community use • Accommodation/Hotel uses • A secondary school • A future sports facility • Public open space • Communal private open space (courtyards). Refer to Chapter 5.0 Land Use.
Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.	The Development Plan Overlay sets out height controls for the development of the precinct. Careful consideration has been made to ensure that this plan meets these requirements. Setbacks along Smith Street, Queens Parade and George Street, which will ensure an appropriate response to the significance of these road corridors. Refer to Chapter 6.0 Built Form.
Address Smith Street to strongly encourage the use of tram services in connection with development of the site, and to contribute to the streetscape character and vitality of the activity strip along the length of Smith Street.	Flexible ground floor uses will contribute to the vitality and activation of Smith Street, which will encourage pedestrian activity and the use of the planned future Smith Street tram stop by residents. Refer to 5.0 Land Use.

DPO16 Requirement	How Addressed
Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.	The proposed Landscape Master Plan provides for a variety of highly accessible, attractive, and useable public realms. Public open space will be provided along and adjacent to the north-south central spine to maximise sunlight access. This space, to be vested in Council, will occupy approximately 8.7% of the total site area. It will be supplemented by publicly accessible space on the school site, shared street spaces, and communal private open space (courtyards). It will be a requirement that communal private open space at ground level be accessible to the public between sunrise and sunset. The public realm network will be readily accessible to the surrounding community via entryway and laneway treatments along each of the external street frontages. Refer to Chapter 5.0 Land Use.
Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.	The development will be highly permeable to pedestrians and cyclists, with new streets and laneways punctuating each of the external street frontages. Aside from car park entrances, only one trafficable street will be provided through the development. This will facilitate the prioritisation of pedestrian and bicycle movements. Half of the bicycle parking provided on site will be located at ground level to encourage use. Refer to Chapter 8.0 Movement.
Provide a range of dwelling types to cater for a variety of housing needs including the provision of 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).	A mixture of studios, 1, 2 and 3-or-more bedroom dwellings will be provided across the development. An indicative mix of dwelling sizes has been identified, allowing for some flexibility depending on whether the housing is market priced or affordable to moderate income households. 20% of housing (or equivalent) will be provided as Affordable Housing for moderate income households. Refer to Chapter 7.0 Affordable Housing

DPO16 Requirement	How Addressed
Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.	In addition to the school and sports courts (which are subject to separate approvals and Government funding processes), a tenancy is to be provided for community use. Refer to Chapter 5.0 Land Use.
Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.	A comprehensive suite of sustainable design features is proposed. These address energy conservation, water conservation, water sensitive urban design, waste management, and demolition and construction practices. The building layout has been designed to allow sunlight access to open spaces, which are generally laid out in a north-south orientation. Refer to chapter 9.0 Environmentally Sustainable Design.
Site Design and Land Use	
Develop a coherent and identifiable precinct.	This Development Plan has been designed to create a coherent and identifiable mixed use precinct comprising a variety of housing types, community facilities and public open spaces. Spaces and sight lines through the site will highlight the restored Valve House which will create a sense of identity for the precinct, linking back to its historic use as the Fitzroy Gasworks. Refer to Chapter 5.0 Land Use
Design to address and activate the public realm, without privatising its amenity.	Flexible ground floor uses, suitable for a range of Specialist Disability Accommodation (SDA), commercial, office or community activities, are proposed at the public realm interfaces with Alexandra Parade, Smith Street, Queens Parade and the proposed internal streets. Tenancies in these locations will have active frontages to help activate the public realm. Refer to Chapters 5.0 Land Use
A minimum of approximately 8.7% of the site to be provided as public open space.	Approximately 8.7% of the site is to be set aside as public open space vested in Council. This will be supplemented by communal private open spaces (courtyards) and pedestrian-prioritised streets and shared paths. Refer to Chapter 5.0 Land Use.

DPO16 Requirement	How Addressed
Position the school to front Queens Parade and centre the sports courts on the site as a key community node with ease of access to public transport.	The school site is located to the north-west of the precinct at the corner of Queens Parade and George Street. The sports courts are to be located immediately to the west of the proposed Village Green and adjacent to the precinct core. Refer to Chapter 5.0 Land Use.
Support retail, office and other uses at street level.	Ground floor space will be designated as 'flexible tenancies', suitable for a variety of Specialist Disability Accommodation (SDA), commercial, office and community uses. These have been located to assist in activating existing and proposed street frontages. Additional space has been identified for community use; and for hotel, accommodation or residential in Building H at the corner of Alexandra Avenue and Smith Street. Refer to Chapter 5.0 Land Use.
Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.	The precinct will be highly permeable with streets punctuating each of the existing frontages. These will provide pedestrian and bicycle-prioritised access into and through the site. Legibility will be afforded through entryway treatments, clear sight lines through major axes, way finding signage and landscape treatments. Refer to Chapters 5.0 Land Use
Minimise over shadowing effects within the site and on adjoining land.	Built form has been oriented in a north-south direction with open courtyards to optimise sunlight penetration into ground level open spaces. Refer to Chapter 5.0 Land Use
Design public open spaces to have good solar amenity, good passive surveillance.	Public open space areas have been located along and adjacent to the central north-south spine at the centre of the precinct. Buildings have been orientated to avoid excessive overshadowing and afford passive surveillance across these areas. Refer to Chapter 5.0 Land Use

DPO16 Requirement	How Addressed
Avoid buildings that disproportionately overwhelm public spaces.	Buildings fronting the eastern side of the proposed Linear Park have reduced heights of 5-8 storeys to soften the interface with the public space. Similarly, the street wall heights interfacing Smith Street undulate between 4 and 6 storeys to reduce the impact on the public street interface. The built form interface of Buildings M and L to the Valve House have been designed with reduced heights. Refer to Chapter 5.0 Land Use
Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.	A landscape masterplan has been prepared to enhance the liveability, legibility and environmental performance of the development, and will provide for the greening of public realm, internal courtyards and rooftops (see Figure 49). Refer to Chapter 5.0 Land Use
Provision of street trees, high quality lighting and other streetscape enhancements.	The landscape master plan includes provision for street trees and lighting to support amenity and safety, which will be planted in laneways throughout the site. Refer to Chapter 5.0 Land Use
Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.	A wide entryway treatment is proposed at the centre of the Smith Street frontage. This will open views towards to shot tower from within the site. Refer to Chapters 5.0 Land Use
Built Form	
Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site in accordance with Table 1.	Building heights are reduced adjacent to the sensitive interfaces of Smith Street, Queens Parade and the Valve House. Setbacks and height controls that achieve this outcome are outlined in Table 1 - Height and Setback Controls. Refer to Chapter 6.0 Built Form

DPO16 Requirement	How Addressed
Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.	The proposed setbacks and building heights, along with appropriate spacing and transitioning between buildings, will ensure that the streetscape scale and rhythm of the development is consistent with the surrounding neighbourhood context. Flexible ground floor uses will promote activity and vibrancy across all street frontages. Refer to Chapter 6.0 Built Form
Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.	As above, the proposed setbacks and building heights, along with appropriate spacing and transitioning between buildings, will ensure that the streetscape scale and rhythm of the development is consistent with the surrounding neighbourhood context. Refer to Chapter 6.0 Built Form
Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.	Active street frontages and windows at upper levels will enhance passive surveillance opportunities, contributing to street life and safety throughout the site. Refer to Chapter 6.0 Built Form
Avoid visually dominant buildings through use of discontinuous forms, well-articulated façades and high-quality materials that weather well and are environmentally sustainable.	Setbacks along Smith Street, Queens Parade and the built form adjacent with Valve House have been designed to avoid continuous built form as outlined in Section 6.1.12. The proposed multi-building layout connected by pedestrian laneways promotes discontinuous forms and environmentally sustainable materials will ensure an articulated facade that ages well. Refer to Chapter 6.0 Built Form
Ahabitableroomwindow,balcony,terrace,deckorpatioshouldbelocated and designed to avoid direct views and provide maximum sunlight to these spaces.	Habitable room windows and balconies will be located and designed to avoid direct views to other habitable spaces, and will ensure maximum sunlight to these spaces. Refer to Chapter 6.0 Built Form

DPO16 Requirement	How Addressed
Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.	The Development Plan identifies areas where wind protection will be required in order to protect pedestrian comfort and sets relevant standards for wind amelioration. Refer to Chapter 4.0 Land Use.
Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.	As the entire site is within 300 metres of Alexandra parade it is defined as a noise influence area under the Better Apartments Design Standards. Noise assessments and potential mitigation will be required for all dwellings. Refer to Chapter 4.0 Land Use.
Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.	The proposed building heights, setbacks and breaks between buildings will provide variety and visual permeability throughout the development, avoiding a canyon effect. Refer to Chapter 6.0 Built Form
Provide internal courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.	The mixed-use component of the development is designed around three major parcels, each featuring an open central courtyard. The courtyards are designed to be open to encourage pedestrian access and sunlight penetration. Refer to Chapter 6.0 Built Form
Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.	Each of the three development parcels is designed as a perimeter block. The proposed design differs by increasing the north-south orientation and the number of access laneways. These modifications are intended to optimise sunlight penetration into the courtyards and increase overall permeability. They have been the subject of previous community engagement. Refer to Chapter 6.0 Built Form.

DPO16 Requirement	How Addressed
Avoid podium and tower typologies.	The proposed building typologies are consistent with the intent of DPO16, providing reduced heights at sensitive interfaces to Smith Street, Queens Parade. In each case the reduced heights are between 50 and 60% of the overall height of the building, therefore avoiding a podium and tower typology. Refer to Chapter 6.0 Built Form.
Movement	
Design effective traffic management and car parking to service the whole site. Innovative approaches to car parking provision will be considered.	Long term car parking for all residential and non-residential uses is to be consolidated into three large underground car parks that correspond with each of the development parcels. Access to these car parks will be provided directly from Smith Street and near Alexandra Parade, thereby minimising crossover points and avoiding the need for vehicle to traverse the internal road network. Street level parking will be restricted to accessible spaces, short-term parking and loading. Refer to Chapter 8.0 Movement.
Provide for safe and convenient pedestrian, cyclist, and vehicular access.	The development has been designed to prioritise pedestrian and cycle movements. The precinct will be highly permeable, facilitating pedestrian and cycle movements into and across it; and providing connections to the existing network. A variety of measures will be incorporated into the design to promote amenity and safety: lighting, way finding signs, shared paths, a contraflow bike path, low vehicle speed limits and parking restrictions. Refer to Chapter 8.0 Movement.
Minimise vehicle entries to reduce impact on footpaths.	Vehicle entrance points will be restricted to a single through street that connects Alexandra Parade with Smith Street. The use of consolidated car parking areas for each parcel will limit the number of access points. Refer to Chapter 8.0 Movement.

DPO16 Requirement	How Addressed
Provide a new tram stop on Smith Street which is compliant with the requirements of the Disability Discrimination Act 1992 (DDA).	A new accessible tram stop is planned on Smith Street adjacent to the precinct. As it sits outside the Development Plan area it will be subject to a separate approvals process. Refer to Chapter 8.0 Movement.
Provide two bicycle spaces per dwelling.	Two bicycle spaces unless further justification is submitted at planning application to the satisfaction of the Responsible Authority will be provided per dwelling, 50% of which are to be located at ground level in highly visible locations. Refer to Chapter 8.0 Movement.
Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.	The through street proposed to link Alexandra Parade with Smith Street will be 'exit only' on Smith Street, thereby avoiding the potential for vehicles to delay trams by queuing in Smith Street. Similarly, the basement car park entrance proposed on Smith Street to Parcel C will be designed to prevent right hand turns to access or egress the site. This design will prevent vehicles from crossing or queuing along the tram line. Refer to Chapter 8.0 Movement.

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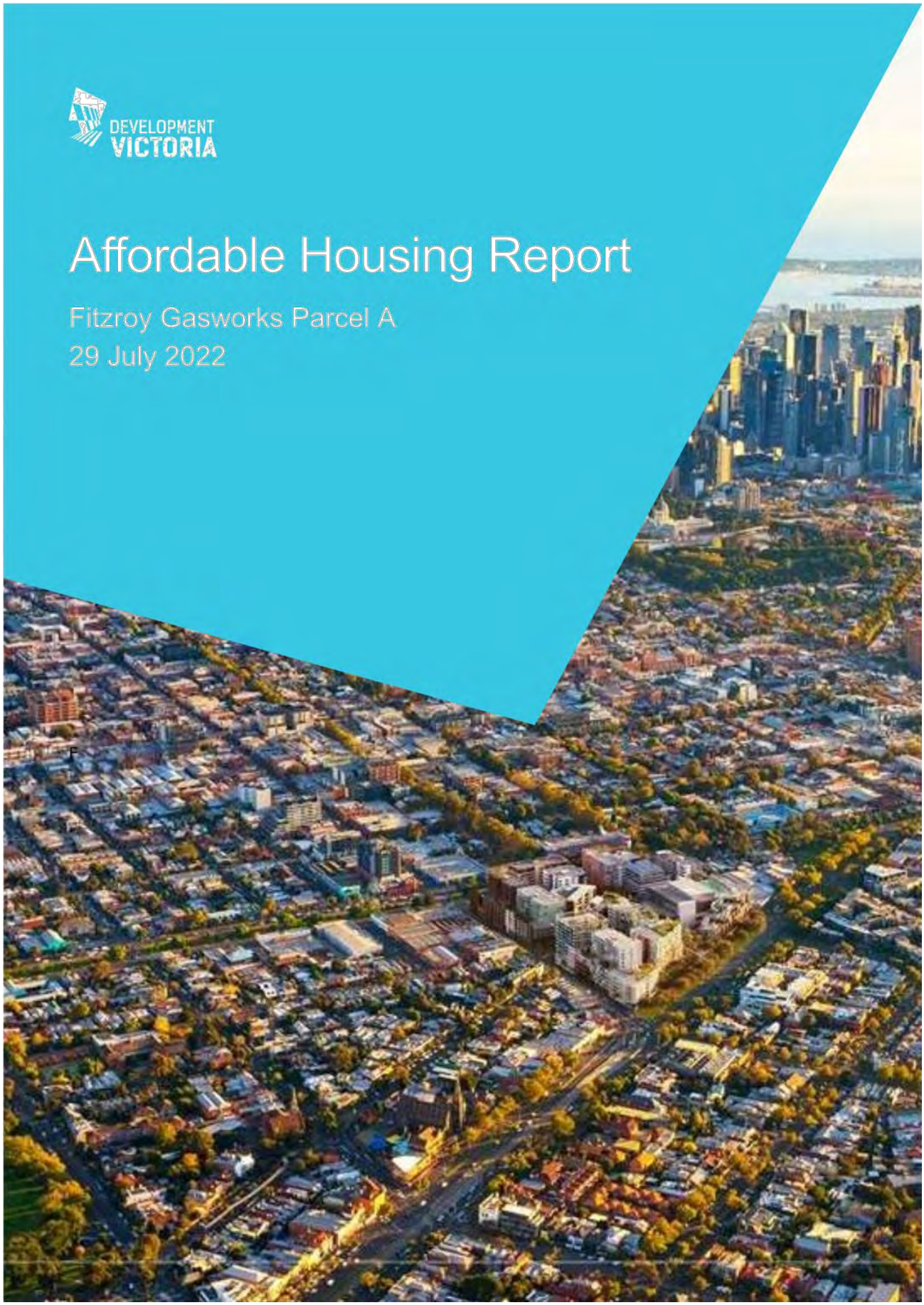
Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

DEVELOPMENT VICTORIA

Affordable Housing Report

Fitzroy Gasworks Parcel A

29 July 2022



Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

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Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

1. Executive Summary

This report has been prepared in relation to the proposed development of Parcel A 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks) ('the Site').

The purpose of this report is to satisfy the requirement set out in the Fitzroy Gasworks Development Plan that:
"Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2 (of the DP), and at a minimum specify … how the development will respond to the following requirements:

- *Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.*
- *The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.*
- *Evidence establishing that the arrangement is expected to result in an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987* (The Act).
- *Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.*
- *Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct."*

This report includes a summary of the Affordable Housing proposal for Parcel A and demonstrates how the proposed Affordable Housing will be:

- Appropriate in terms of dwelling size, amenity, and location within the Precinct
- Affordable in terms of rent and tenure blind for the Build to Rent (BTR) product
- Allocated to Eligible Households
- Managed as Affordable Housing for an appropriate term.

Fitzroy Gasworks Parcel A Affordable Housing Proposal

Fitzroy Gasworks Parcel A is proposed to comprise two buildings that deliver two different Affordable Housing approaches:

Affordable Housing approach	Forecast Total Dwellings	Affordable Housing Dwellings	Forecast date of occupancy
Building L Social Housing as defined by the *Housing Act 1983*	120 apartments	120 dwellings (10% of total precinct dwelling yield)	Mid 2025
Building M BTR (30% to be made available as Affordable Tenancies to moderate income households)	~238 apartments	~71 dwellings (6% of total precinct dwelling yield)	Mid 2025
Parcel A Total	~358	~191 (~16% of total precinct dwelling yield. Final percentage is dependent on final yield delivered in Parcels B and C. On current projections of Precinct yield, Parcel A delivers over three quarters of the 20% affordable housing requirement).	Mid 2025

Table 1 Summary of Parcel A Affordable Housing Proposal

The Minister for Planning has set out a range of 'matters' that must be considered when assessing that an arrangement is expected to result in an appropriate affordable housing outcome (see Figure 1). Table 2 summarises how these matters have been addressed within the two buildings in Parcel A.

Further detail on all these matters, as well as how this proposal responds to the assessed Affordable Housing need, is contained in the following sections of this report.

Government listed matter	Building L Social Housing	Building M BTR
Allocation	100% of the dwellings will be allocated to eligible households on the Victorian Housing Register	30% of affordable dwellings will be allocated to eligible households via a system to annually validate that households earn within the designated Affordable Housing *moderate income* ranges
Affordability	Social housing price points are typically capped at 30% of household income	Affordable Rental rates are determined using *moderate income* ranges prescribed within the *Planning and* Environment Act, with rents being set periodically using approximately 30% of household income bands. If electricity or other authorities' costs are included the Affordable Rental rates, then a reasonable allowance may be determined to cover cost in addition to the 30% of household income calculation. The process for Affordable Rent setting is described in detail in Appendix B.
Longevity of benefit	Building under the control of the Director of Housing and provided in perpetuity for Victorians on the Victorian Housing Register	Provided for a period of at least 15 years, with a review within 10 years. Section 173 Agreement to set out this arrangement.
Tenure	Rental product	Rental product. Tenants will be offered leases up to 3 or 5 years.
Type (Built Form)	The following proposed dwelling mix is consistent with the Affordable housing dwelling mix outlined in the Development Plan: 40% 1-bedroom apartments 50% 2-bedroom apartments 10% 3-bedroom apartments	The following proposed overall dwelling mix is consistent with the Affordable Housing dwelling mix outlined in the Development Plan: 53% 1-bedroom and studio apartments 40% 2-bedroom apartments 7% 3-bedroom apartments Should the profile of demand for Affordable Housing change over the term of operation, the Affordable Housing mix is flexible to change to respond to this demand, while maintaining the overall allocation of 30 per cent to Affordable Housing tenants.
Location	A single building that will border Alexandra Parade on the south, and an internal roadway to the east	Apartments assigned to Affordable and market tenancies will be indistinguishable from one another. There will be no maximum number of apartments on each floor allocated to Affordable Tenants, to allow the Operator to respond to the demand profile of eligible households and the available apartments within the building at a point in time.
Integration	A building of high design quality integrated within the wider Precinct and supported by high-quality amenity including community spaces (garden, community facility, pedestrian links to public transport)	A building of high design quality integrated within the wider Precinct. Apartments within the BTR buildings assigned to Affordable and market tenants will be indistinguishable from one another. Allocation over the long term will be determined on "next available appropriate apartment".

Table 2 Summary of how the Ministers Matters will be addressed within the two buildings in Parcel A

2. Introduction

This *FGW Parcel A Affordable Housing Report* has been prepared in relation to the proposed development of Parcel A 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks) ('the Site').

This report has been prepared to accompany the Parcel A Planning Application and in accordance with the Development Plan requirement that:

"Any future planning permit application is to be supported by a report that sets out how the development response aligns with the requirements of section 7.2 (of the DP), and at a minimum specify … how the development will respond to the following requirements:

- *Affordable Housing response including percentage of total dwellings, number and proportion of studio, 1 bedroom, 2 bedroom and 3+ bedroom dwellings and alignment with assessed housing need.*
- *The indicative location within the development and individual buildings, including confirmation that the dwellings will be externally indistinguishable from other dwellings, and the proposed maximum number of Affordable Housing units for any single floor.*
- *Evidence establishing that the arrangement is expected to result in an appropriate affordability outcome for an Eligible Household, defined in accordance with the Planning and Environment Act 1987* (The Act).
- *Demonstrate how the proposed ownership, management and/or legal agreements supports the delivery of Affordable Housing.*
- *Status of Affordable Housing delivery across the Fitzroy Gasworks Precinct."*

The purpose of this *FGW Parcel A Affordable Housing Report* is to satisfy this requirement and to demonstrate how the proposed Affordable Housing will be:

- Appropriate in terms of dwelling size, amenity, and location within the Precinct
- Affordable in terms of rent and tenure blind for the BTR product
- Allocated to Eligible Households
- Managed as Affordable Housing for an appropriate term.

This report builds upon a *Dwelling Diversity and Affordable Housing* (DDAH) *Report* endorsed as a background report to the then draft Development Plan in March 2021 (Appendix A). The DDAH report is a requirement of Yarra Planning Scheme Schedule 16 to Clause 43.04 Development Plan Overlay (Fitzroy Gas Works), which requires that:

"Prior to the preparation of a development plan the following must be prepared to the satisfaction of the responsible authority…. A dwelling diversity and affordable housing report which includes:

- *A demographic analysis of the types of people and households anticipated to live within the development.*
- *How the development will support the existing and future populations of the area.*
- *Proposed dwelling typologies for the development.*
- *How the development proposes to provide affordable housing and family friendly housing."*

This report is based on assumptions and data at the time of production. From time to time, the market may shift, and more current research may require this report to be amended or replaced with a new report, which must be prepared to the satisfaction of the Minister for Planning.

Key Terms

Affordable Housing is defined in the *Planning and Environment Act 1987* as 'housing including social housing, that is appropriate for the housing needs of very low income, low income or moderate-income households'. Income bands updated annually by the Minister for Planning and gazetted each year by Governor in Council Order on July 1 provide clear benchmarks for the incomes of households that may require affordable housing.

Social Housing is an umbrella term that includes both public housing and housing owned, controlled or managed by a participating registered housing agency (community housing). Its provision usually involves some degree of government subsidy.

Affordable Rental tenant: In the BTR development (Building M), tenants that will benefit from the Affordable Housing, being eligible *moderate-income* households that will pay a rental calculated using approximately 30 per cent of the *Planning and Environment Act 1987* income bands. Affordable Rental tenants will also benefit from other favourable lease conditions under their affordable tenancy agreements, such as lower rental increases than market tenancy agreements.

Affordable Rental Rates: In the BTR development (Building M), rental rates are determined using moderate income ranges prescribed within the *Planning and Environment Act 1987*, with rents being set periodically using approximately 30 per cent of household income bands. If electricity or other authorities' costs are included the Affordable Rental Rates, then a reasonable allowance may be determined to cover cost in addition to the 30 per cent of household income calculation. Development Victoria's process for annually determining Affordable Rental Rates is outlined in Appendix B.

3. Background Context

3.1 Dwelling Diversity and Affordable Housing (DDAH) Report

In February 2022, Development Victoria submitted the FGW Development Plan to the Department of Environment, Land, Water and Planning (DELWP) for 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks). One of the Background reports to this draft Development Plan was a *Dwelling Diversity and Affordable Housing (DDAH) Report.* The DDAH Report, prepared in March 2021 and endorsed In October 2021, is attached at Appendix A.

The purpose of the DDAH Report was to provide detailed research and analysis to demonstrate how the development of the Site could:

- Provide affordable, diverse and family friendly housing that meets the needs of households on very low, low and moderate incomes (collectively 'lower income earners') as defined under the *Planning and Environment Act 1987*, and
- Deliver 20 per cent of dwellings as Affordable Housing, meeting the target of up to 20 per cent affordable housing required in the Development Plan Overlay (DPO) Schedule 16 for the Site

The DDAH Report provided the following:

- A summary of State and local government planning and housing policy relevant to the Site
- Analysis of the demographics and likely demand for lower income earners that could live at the Site
- Indicative dwelling types and mixes to meet the needs of target cohorts for affordable housing taking into account the respective financial capacities of very low, low and moderate-income earning households
- Discussion of how the development can address the DPO requirement to provide family friendly housing at the Site
- An outline of the intended delivery strategies for affordable and diverse housing.

The DDAH Report also outlined how the affordable housing strategy responds to the 'Specified Matters under S3AA(2) that must be considered when assessing appropriateness of a proposed built form as affordable housing' as summarised in **Error! Reference source not found.**1.



Figure 1 Matters to be considered when determining appropriateness of affordable housing

3.2 Demand for affordable Housing in the City of Yarra

Research undertaken by Development Victoria to inform the DDAH Report found that the City of Yarra has comparatively high proportions of:

- High income earners as home-owners and renters
- Very low-income earners or welfare recipients in government-subsidised housing
- People living in group households.

The proportion of lower income earners present in the City of Yarra has been in decline over the past 30 years and they are now present in significantly lower percentages than the metropolitan average. Lower income earners are finding it hard to find affordable housing that suits their needs in the local market, with median purchase and rental prices mostly beyond their reach in Yarra.

Moderate income earners are the largest cohort of lower income earners in the City of Yarra, and within this cohort, there is need for:

- One[1] and two-bedroom dwellings for singles, younger and older couples and small families
- Affordable group-housing with two or more bedrooms
- Affordable rentals with security of tenure

There is a relatively high level of provision of public and social housing in the City of Yarra compared with the Metropolitan Melbourne average, but there is still demand for social housing that could be provided at the Site to meet the needs of very low, low and some moderate income earners in the region.

There are also cohorts of special need that require housing in the City of Yarra. This includes those people with disabilities, Aboriginal and Torres Strait Islander people and key workers in the local economy.

More detail on these findings is discussed throughout this report and builds on the information contained in the endorsed DDAH Report at Appendix A.

3.3 Fitzroy Gasworks Precinct Affordable Housing Strategy

The revitalisation of the FGW precinct will deliver approximately 1,200 apartments over three parcels. Under the planning controls, up to 20 per cent of housing delivered within the precinct must be Affordable Housing as defined in the *Planning & Environment Act*.

Drawing on the identified demand for Affordable Housing in Yarra detailed in the DDAH Report, Development Victoria proposed an Affordable Housing strategy targeting delivery of 20 per cent of dwellings as Affordable Housing. The strategy comprised two primary delivery models:

- Social housing co-funded by the State and a Registered Housing Agency (RHA), subject to State funding. This is expected to deliver a significant proportion of the Site's Affordable Housing outcomes, and
- Affordable market housing meeting the balance of the requirement, comprising predominantly Affordable Rental product with flexibility for other offerings and tenures.

At that time, Development Victoria further proposed:

- to retain flexibility for other innovative models to deliver Affordable Housing outcomes within the Precinct.
- to further investigate opportunities for housing targeted cohorts of special need within these delivery models.

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[1] One-bedroom dwellings includes studio apartments that, with appropriate design and amenity, can provide suitable accommodation for smaller households at a more affordable price.

4. Parcel A Affordable Housing Proposal

4.1 Location of Affordable Housing within Parcel A

Since the DDAH report, Development Victoria has further developed its Affordable Housing Strategy for Parcel A. This Affordable Housing proposal relates to Fitzroy Gasworks Parcel A. Parcel A will comprise two buildings:

- **Building L** will border Alexandra Parade on the south, and an internal roadway to the east. Building L is the location of the Social Housing development.
- **Building M** is the location of the BTR development. It has boundary with George Street on the west and the senior campus for Wurun Senior Campus for Fitzroy High School and Collingwood College and a vertical sports courts facility to the north.

To meet car parking requirements of the Development Plan Overlay (DPO), Building L and Building M will be built over a shared basement. It is planned for this shared basement to be designed with a clear internal partition to separate the social housing and BTR car parking to manage any potential interface risks.

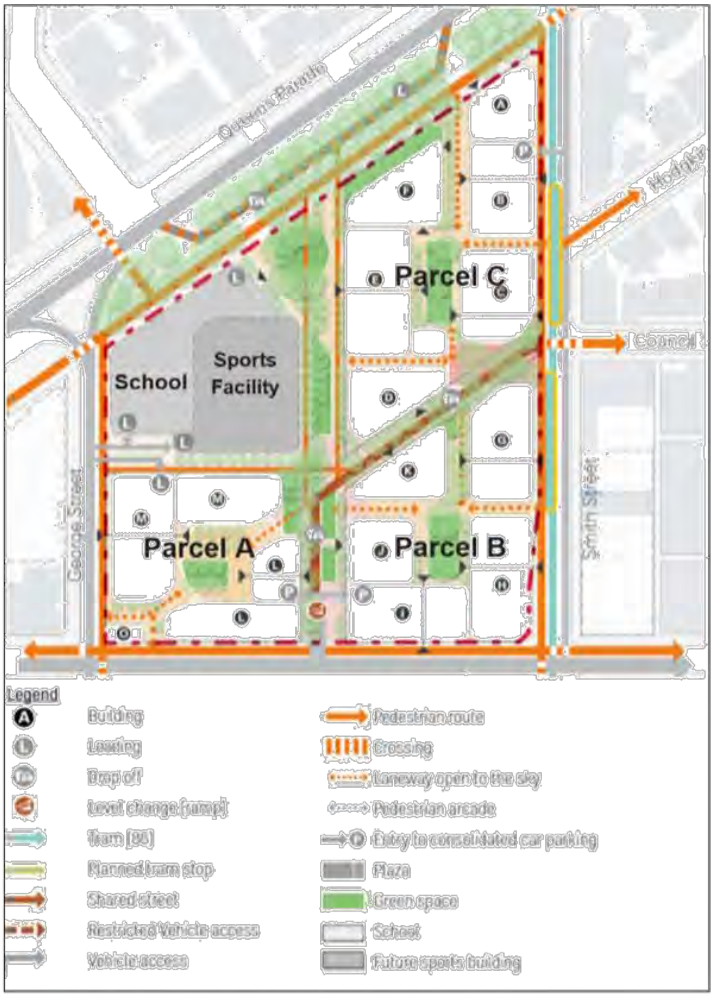

Figure 2 Fitzroy Gasworks Site Plan

Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

Development Victoria proposes that Affordable Housing will be delivered as follows, noting that most of the Affordable Housing will be delivered in the first phase of development, via Parcel A.:

Parcel	Affordable Housing approach	Forecast Total Dwellings	Affordable Housing Dwellings (Final percentage delivered in each Parcel is dependent on final yield delivered in Parcels B and C)	Forecast date of occupancy
Parcel A To be delivered by Development Victoria	Building L Social Housing as defined by the *Housing Act 1983*	120 apartments	120 dwellings (~10% of total precinct dwelling yield)	Mid 2025
	Building M BTR (30% to be made available as Affordable Tenancies to moderate income households)	~238 apartments	~71 dwellings (~6% of total precinct dwelling yield)	Mid 2025
Parcels B and C To be delivered by private sector developer in accordance with a Development Agreement	Affordable Housing as defined by the Act (~6% of total housing to be sold in Parcels B and C)	~842 dwellings	~49 dwellings (~4% of total precinct dwelling yield)	Parcel B 2027 Parcel C 2029
TOTAL		~1,200 apartments	~ 240 Affordable dwellings	2029

Table 3 Distribution of Affordable Housing at FGW

By adopting this combination of Affordable Housing approaches within the Precinct, FGW can deliver on several objectives of the State Government's *Big Housing Build*, the $5.3B plan to construct more than 12,000 new homes throughout metro and regional Victoria notably:

- **Supporting the vulnerable** – Parcel A will yield a mix of social and affordable housing. The mixed tenancy will contribute to a reduction in concentrations of disadvantage and improve social outcomes by creating a connected and functional community. The building and urban design solutions will be tenure blind, and the affordable dwellings within the BTR building will be tenure blind.
- **Providing Choice and affordability** – Central to the *Big Housing Build* program is providing more social and affordable housing in areas where people want to live. FGW Parcel A offers excellent access to jobs, shopping, open space, schools, public transport and community services. Parcel A proposes to deliver sustainable and high-quality development that contributes to the comfort and longevity of housing stock and minimises the cost of living for future residents.

4.2 Amenity to support the Affordable Housing within Parcel A

Both the Social Housing and BTR buildings will benefit from the high-quality amenity provided for in the Development Plan. Key elements of the Development Plan to be delivered within the wider Precinct include:

- Maximise urban greening by introducing trees, ground cover, vertical and roof top vegetation.
- Ground floor uses that showcase a variety of activities and provide activation
- Target 8% public open space with an additional 8% privately owned open space that is publicly accessible
- Flexible spaces that may include retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms
- A high-quality 'Village Street' at the heart of the precinct for bicycles, pedestrians, and vehicular pick up and drop off as well as high-quality pedestrian and tram links that integrate with the surrounding community
- A 6-star green star communities rating through the Green Building Council of Australia.

4.3 Social Housing – Building L

Summary of Affordable Housing outcome

Development Victoria will develop a multi-storey apartment complex (Building L) comprising 120 Social Housing dwellings for occupation by tenants on the Victorian Housing Register. These dwellings are proposed to reflect the following indicative apartment yield split:

Typology	Proposed allocation	Affordable housing dwelling mix in the Development Plan[2]
1 Bed + 1 Bath apartment	48 (40%)	Up to 60% 1-bedroom and studio apartments with no more than approximately 25% of the total being studio apartments
2 Bed + 1 Bath apartment	56 (47%)	Up to 60% 2-bedroom apartments
2 Bed + 2 Bath apartment	4 (3%)	
3 Bed + 2 Bath apartment	12 (10%)	Up to 10% 3-bedroom (or larger) apartments

Table 4 Proposed allocation of dwellings in Social Housing (Building L)

Homes Victoria has determined the above allocation of dwelling types based on the profile of need in this location and operational drivers.

Once delivered, the Director of Housing will have overall asset management and investment control of the Social Housing building. The Director of Housing will own land and improvements and be a member of the owners' corporation in respect of common property.

[2] Fitzroy Gasworks Development Plan, p.66

Homes Victoria may operate the building, or the Director of Housing may lease the Social Housing building to a RHA to operate. The Operator will be responsible for tenancy, property, and facilities management of the building. Whether an RHA or Homes Victoria is appointed as Operator will be at the sole discretion and for the benefit of the Director of Housing.

Tenant eligibility and selection

The Social Housing tenants will be drawn from the Victorian Housing Register. This register has two categories - priority access and register of interest. The Operator of the building, which may be an RHA appointed by the Director of Housing, will select a balance of households from each of the priority waitlist and register of interest to achieve a diversity of tenants within the building, and to optimise operational requirements.

Term of use

The 120 dwellings provided as Social Housing will be under the control of the Director of Housing and provided in perpetuity for Victorians on the Victorian Housing Register.

How the proposal responds to the Affordable Housing need

One of the findings of the DDAH Report was that to respond to key local and State policy objectives and aspirations, the FGW development should provide:

- Opportunities to retain and enhance diversity in Yarra's population
- A range of housing tenures and delivery models
- A significant volume of smaller affordable dwellings with a proportion of larger dwellings suitable for families and residents with special needs.

The provision of the proposed mix of 120 Social Housing dwellings at Building L is an opportunity to deliver on all these objectives. Social Housing is the best fit and most appropriate means of providing Affordable Housing to households on low and very low incomes at the Site because it can:

- Structure rental payments to ensure that tenants pay what they can afford without causing housing stress
- Provide additional social and other support services frequently needed by low and very low income earners
- Can efficiently deliver tenancy management and support at scale.

While the City of Yarra has a higher percentage of households living in Social Housing than Greater Melbourne, there is significant need and demand for additional Social Housing in Yarra. There remains a sizable waitlist for Social Housing in the Inner East region, including the City of Yarra. As of December 2021, the total number of Social Housing applicants on the Victorian Housing Register for the Inner Eastern Melbourne region was 2,556, including priority access and register of interest applications.

The Victorian Housing Register waiting list demand and transfer data for the Inner East Melbourne region indicates a high demand for smaller dwellings – one and two-bedroom dwellings. The indicative apartment allocation for Building L responds to this need for smaller dwellings. In determining the appropriate dwelling mix for the Social Housing development (Building L), Homes Victoria considered the housing register waiting list data, as well as broader community diversity and operational requirements. The result is a dwelling mix that can accommodate a well-balanced combination of 120 single, couple and family households from the Victorian Housing Register at any one time.

The City of Yarra's *Social and Affordable Housing Strategy (2019)* identifies a range of households as needing Affordable Housing and unable to afford safe, secure and appropriate housing in the local market. These groups

have specific needs in terms of size and type of dwelling, accessibility etc. that Council wants addressed at significant developments in Yarra.

The following outlines how the Social Housing building proposes to respond to these needs:

Household type identified in the City of Yarra's *Social and Affordable Housing Strategy*	How the Social Housing Proposal responds to this need
Aboriginal and Torres Strait Islander people	The Social Housing development is proposed to provide a mix of smaller and larger dwellings for applicants on the Victorian Housing Register, including indicatively 10 per cent of dwellings as 3 bedroom apartments capable of accommodating extended family. Ten per cent of the dwellings will be flexible, with co-located 1 and 2 between dwellings able to be combined into a larger dwelling, capable of housing extended family.
People with disabilities	The Social Housing development is proposed to provide long-term social rental, with 5% of the total dwellings to be designed for access and mobility and able to be approached, entered and used by people with a disability, including those who rely upon a wheelchair (Complying with the floor space requirements described in AS 1428.1). This is required to comprise 2.5 % 1 bedroom and 2.5 % 2-bedroom dwellings). All 120 dwellings must comply with Livable Housing Design Guidelines – Silver and be independently certified. This means that homes are designed to make it easier for people with disability or temporary injury to get around. This includes core design features like the following (among others): • A safe continuous and step free path of travel from the street entrance to dwelling entrance that is level • A toilet on the entry level that provides easy access • Reinforced walls around the toilet, shower and bath to support the safe installation of grabrails • Stairways designed to reduce the likelihood of injury and enable future adaptation. These same features enable key living spaces to be more easily and cost effectively adapted to meet the changing needs and abilities of residents over time, such as ageing households and people who acquire disability.

Household type identified in the City of Yarra's *Social and Affordable Housing Strategy*	How the Social Housing Proposal responds to this need
Homeless persons, particularly the following: Family violence is the number one cause for seeking homelessness assistance in Vic Young people (aged 20 to 29) are the largest age cohort of people who are homeless in Yarra Older women (aged 55+) are the fastest growing cohort of people experiencing homelessness in Australia Asylum Seekers - Organisations such as the Asylum Seeker Resource Centre report a vast increase in demand for housing services	The Social Housing development is proposed to provide 120 dwellings for applicants on the Victorian Housing Register. The Victorian Housing Register has two categories - priority access and register of interest. The priority access category encompasses the following people with special housing needs including: • Who are homeless and receiving support • Are escaping or have escaped family violence • With a disability or significant support needs Register of interest comprises of the applicants eligible to register their interest in Social Housing, based on income limits and asset tests. The proportion of households drawn from each of the priority waitlist and register of interest will be managed to balance the diversity of tenants within the building, and to optimise operational requirements.

Regulation of Outcome

Ensuring the Social Housing is allocated and affordable for Victorians on the Victorian Housing Register in perpetuity will be regulated through the ownership model for the building, which will be under the control of the Director of Housing.

4.4 Build to Rent – Building M

Summary of Affordable Housing outcome

Development Victoria will launch its BTR pilot on Parcel A at FGW, creating a residential development specifically designed and built for rental occupation, to be held in single ownership as a long-term revenue-generating asset. The split between Affordable and Market rentals within the BTR development will be:

Affordable Rental	Market Rental
30%	70%

Development Victoria has overall asset management and investment control of the BTR building and its appointed Operator will be responsible for marketing, leasing, tenancy, property, and facilities management of both the affordable and market tenancies within the one building.

The proposed apartment mix for the BTR development will comprise a range of typologies to suit different household needs for both Affordable and Market Rental.

Typology	Approximate Overall Mix in Building M	Affordable Housing dwelling mix in the Fitzroy Gasworks Development Plan
Studio apartments	27%	Up to 60% 1-bedroom and studio apartments with no more than approximately 25% of the total being studio apartments
1 Bed apartments	26%	
2 Bed + 1 Bath apartments	4%	Up to 60% 2-bedroom apartments
2 Bed + 2 Bath apartments	36%	
3 Bed + 2 Bath apartments	7%	Up to 10% 3-bedroom (or larger) apartments

Table 5 Proposed allocation of dwellings in BTR building (Building M)

The BTR development will maintain the overall allocation of 30 per cent to Affordable Rental. The allocation of Affordable Housing will maintain a spread across different typologies as required under the Development Plan and will reflect the changing profile of demand for Affordable Housing over the term of operation.

The apartments assigned to Affordable and market tenancies will be indistinguishable from one another. There will be no maximum number of apartments on each floor allocated to Affordable Tenants, to allow the Operator to respond to the demand profile of eligible households and the vacant/available apartments within the building at any point in time.

A notable distinction between the Affordable Housing provided for in the BTR building and that provided in the Social Housing building is the inclusion of studio apartments in the BTR building. The above allocation, including the studio apartments, is based on detailed demographic research undertaken by Charter Keck Cramer (CKC) since the DDAH Report was prepared in March 2021. This research interrogated build to sell developments in the

Fitzroy Gasworks catchment,[3] BTR projects across Australia, and the current demand for apartments among the identified 'target markets' for the Affordable BTR apartments, who can be broadly summarised as moderate income earners, Key Workers and Creatives.[4]

As demonstrated in Figure 3, the CKC analysis found that there are very few studio apartments in the FGW Catchment due to financiers being reluctant to provide a mortgage to a borrower for an apartment less than 50 sqm. As a result, developers have avoided delivering such product. CKC recommended that Fitzroy Gasworks deliver this type of product into the BTR scheme, to increase housing diversity in the FGW Catchment.

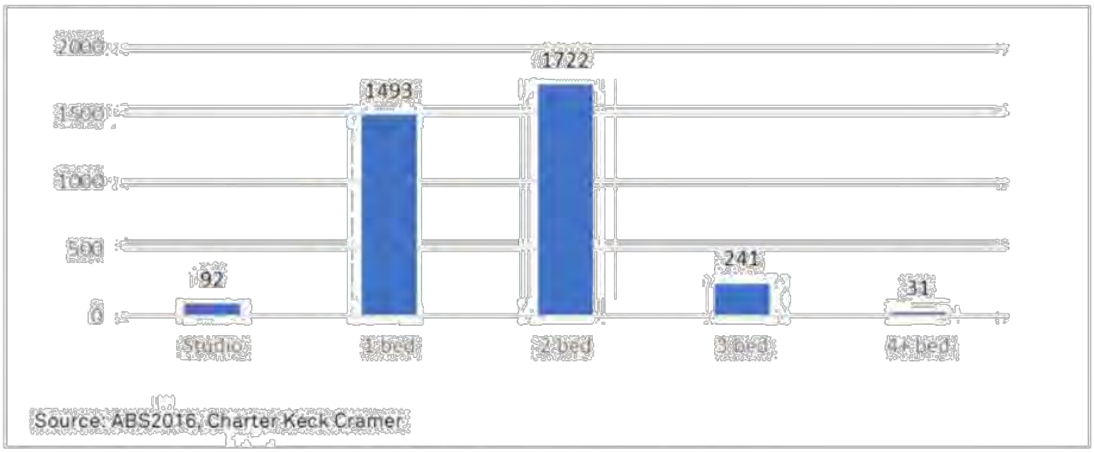

Figure 3 Apartment Product by Bedroom being rented in the Fitzroy Gasworks Catchment

In the FGW Development Plan, family friendly housing is defined as 'housing that is suitable for households with one or two adults and child(ren) and comprises of two or more bedrooms'.[5] Building M will provide for 47% of two and three bedroom dwellings in the overall dwelling mix. The provision of studio apartments is not considered contrary to the requirement to promote family friendly housing as the provision of studios is encompassed within the up to 60% of the stock allocated to 1 bedroom.

CKC notes in its advice that there are minimal 3 bedroom apartments available in the rental market in the Fitzroy Gasworks catchment, as these are generally purchased by owner occupiers to live in, rather than rent out. For this reason, providing these types of dwellings in the BTR building can also increase housing diversity in the FGW Catchment.

[3] The catchment for this research was defined as the Fitzroy, Fitzroy North, Collingwood, and Yarra-North Statistical Area Level 2 boundaries used by the Australian Bureau of Statistics (see map). SA2 boundaries were chosen due to the richness of data available from the Census compared to analysis based on postcode or suburb boundaries. FGW sits within the centre of these four SA2s, which have natural boundaries to the north (Merri Creek), west (Nicholson Street), south (Victoria Parade), and east (Hoddle Street and Yarra River). The Yarra-North SA2 extends into part of Alphington on the other side of the Yarra River.

[4] The Affordable Rental target markets are potential renters that Development Victoria is seeking to house to achieve its affordable and diverse housing objectives within the Build to Rent Building at Fitzroy Gasworks. These groups were adopted to respond to the Victorian Government housing policy objectives and the City of Yarra's *Social and Affordable Housing Strategy*, which highlights Key workers specific to the Yarra local economy, including Artists, Musicians and other Arts Professionals as households of need for affordable housing.

[5] FGW Development Plan Glossary, p.5

Tenant eligibility and selection

To be eligible as an Affordable Tenant, applicants will be required to have an income that falls within the *Planning and Environment Act* gazetted Affordable Housing income bands at the time of tenancy application.

To ensure households are eligible, applicants will be required to provide proof of income, residency status, and household type which will be verified by the BTR Operator. Prior to commencing operations, Development Victoria will work with its appointed Operator to develop appropriate procedures and policies to implement eligibility management for the Affordable Housing tenancies. These procedures and policies will draw on the eligibility processes Development Victoria has already successfully implemented in its Build to Sell developments, where it has given priority to purchasers within Affordable Housing income bands.

The BTR Operator is proposed to:

- Review applications for Affordable Housing tenancies and confirm household eligibility by verifying incomes, residency status and household types according to Planning and Environment Act thresholds. Potential tenants will be asked to indicate their product type preference.
- Match eligible households to appropriate apartments and determine their rental rate (see Appendix B for detail regarding the process to determine Affordable Rental rates).
- Execute an "Affordable Tenancy Agreement" with eligible households.
- Revalidate eligibility of Affordable Tenants on an annual basis.
- Undertake the eligibility process upon any Affordable Tenancy vacancy.
- Provide annual reporting to Development Victoria and DELWP confirming that 30 per cent of dwellings were allocated to eligible Affordable Housing households during the previous 12 months.

Managing increases in household income

It is proposed that tenants will enter rental arrangements which provide that where they no longer meet affordable eligibility requirements, they will be offered a market tenancy agreement.

The Operator will then seek to find an Affordable Housing tenant for the next appropriate vacant tenancy to maintain the 30 per cent of total tenancies as affordable tenancies over the 12-month reporting period.

To ensure residents are not unduly disadvantaged if their circumstances change and their household income increases, a household income will be able to increase above the *Planning and Environment Act* income thresholds by a maximum of 25 per cent for two consecutive years before they are no longer eligible for an affordable tenancy. This threshold has been adopted for consistency with the eligibility requirements of the National Rental Affordability Scheme (NRAS).[6]

Affordable Rent Setting / Rental Discount

It is proposed that a dynamic affordable rental model may be implemented, whereby eligible Affordable Tenants will be matched to appropriate dwellings and assigned an Affordable Rental rate.

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[6] Source: https://www.dss.gov.au/our-responsibilities/housing-support/programs-services/national-rental-affordability-scheme/national-rental-affordability-scheme-nras-household-income-indexation

Development Victoria will determine the Affordable Rental Rates at least annually and take into consideration:

- *Planning and Environment Act 1987* Affordable Housing income ranges as at the date Affordable Rents are set.
- the estimated maximum housing costs, assuming a benchmark that households should not pay more than approximately 30 per cent of their income on rent.
- Assigning an Affordable rental rate to each dwelling type (i.e., studio, 1, 2 and 3 bedrooms), each Affordable Housing household type (i.e., single, couple, family), and each income quartile within the Affordable Housing income ranges.[7]
- If electricity or other authorities' costs are included the Affordable Rental rates, then a reasonable allowance may be determined to cover cost of electricity in addition to the 30 per cent of household income calculation. Further detail on the process to determine Affordable Rental rates is at Appendix B.

It is forecast that some households may not require a rental discount against market rent (however will benefit from the terms in the Affordable Housing tenancy agreements), while other Affordable Rental tenants may require up to 40 per cent discount. It is forecast that the Affordable Housing Rental tenants will require an average discount of ~20 per cent against market rental. The overall average discount across the Affordable Housing in the BTR building will not exceed 25 per cent. This is comparable with RHAs, which generally provide 25 per cent discount to market rent.

The benefit of this approach to setting Affordable Rents, as opposed to setting a general discount to market rent, is that it ensures that Affordable Rents are tied to the Affordable Housing income thresholds under the *Planning and Environment Act 1987*. This safeguards eligible tenants where market rents increase significantly, but eligible income brackets remain static.

Further, while some Affordable Rental tenants will not require discount initially, the Affordable tenancy agreement is proposed to have a lower growth rate than market tenancy agreements, therefore may require a discount over time.

While Development Victoria controls ownership of BTR building, setting of the Affordable Rents and associated rental discounts will be subject to Victorian Government Land Transactions Policy requirements, such as Valuer General Victoria (VGV) valuation and approval of Victorian Government Land Monitor.

Over the term of operation it may be necessary to review the Affordable Rental setting approach to reflect updated legislation or changing needs of Affordable Housing tenants. Any significant changes to the Affordable Rental setting approach will be to the satisfaction of the Responsible Authority and reflected in the annual reporting.

Term of use

Thirty per cent of the BTR dwellings will be available as Affordable Housing for a period of at least 15 years, with a review within 10 years. This term reflects the following:

- That 30 per cent Affordable Housing, or ~71 dwellings, is a significantly higher proportion of Affordable Housing compared with comparable private developments, which range from 6-10 per cent affordable housing.

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[7] The income quartiles are determined by dividing the Affordable Housing income ranges into 4 equal quartiles. The purpose of dividing the income ranges into quartiles is to enable Development Victoria to align rents more precisely to 30 per cent of household incomes, rather than assuming that all households within an income range can pay 30 per cent of the 'top' of the range. This better protects households at the lower end of an income range from paying more rent than they can afford.

- Provides a period of affordability that is comparable to other planning negotiated arrangements, such as the Amcor site in the City of Yarra, which has negotiated 5 per cent affordable housing provision for ten years.
- The need for long-term Affordable Housing and provides certainty to Council as to the supply of this housing in the local area.
- The BTR nature of the development, which is structured as a long-term rental model, whereby long-term tenancies are both supported and encouraged.

The divestment strategy for the BTR development will be resolved by Development Victoria on or near the tenth operating year, with the final recommendation agreed by the Development Victoria Board. Resolution of the divestment strategy will ensure that consideration will be given to financial performance, ongoing viability of Affordable Housing outcomes, future investment, and market forces.

How the proposal responds to the Affordable Housing need

The DDAH Report found that there are declining opportunities for all tiers of lower income earners to find Affordable Housing in the City of Yarra. For moderate income earners, who are the largest lower income cohort in Yarra:

- There is a strong demand for smaller (one and two-bedroom) dwellings
- There is and will continue to be strong growth in demand for Affordable Housing for lone person households, and younger and older couples
- Group households are predominantly younger people renting two and three bedroom dwellings, with more than 30 per cent of these being apartments.

The provision of the proposed mix of ~71 (or 30 per cent) BTR apartments as Affordable Housing responds to this need because rental was found to be the most affordable and appropriate form of tenure for lower income households in this location.

The proposed mix of studio, 1, 2 and 3 bedroom dwellings responds to the expected mix of single, group, couple and family lower income households, the forecast age-range make-up of Affordable Tenants, as well as other needs identified though the City of Yarra's *Social and Affordable Housing Strategy (2019)*.

The following outlines how the BTR building proposes to respond to the need highlighted in Yarra's Affordable Housing Strategy:

Household type identified in the City of Yarra's *Social and Affordable Housing Strategy*	How the BTR Proposal responds to this need
Aboriginal and Torres Strait Islander people	The BTR development is designed to provide long-term affordable rental, with a mix of smaller and larger dwellings, including indicatively 7 per cent of dwellings as 3 bedroom apartments capable of accommodating extended family.

Household type identified in the City of Yarra's *Social and Affordable Housing Strategy*	How the BTR Proposal responds to this need
Homeless persons, particularly the following: Family violence is the number one cause for seeking homelessness assistance in Vic Young people (aged 20 to 29) are the largest age cohort of people who are homeless in Yarra Older women (aged 55+) are the fastest growing cohort of people experiencing homelessness in Australia Asylum Seekers - Organisations such as the Asylum Seeker Resource Centre report a vast increase in demand for housing services since recent changes to eligibility for Status Resolution Support Services	A key advantage of the BTR model is that secure, long-term tenancies are supported and encouraged. Households will be able to rent as an Affordable Tenant for as long as they remain eligible, and should they no longer earn within the Affordable Housing income thresholds, they may be offered a Market Tenancy to support them to remain in their homes, or the broader BTR building. A mix of smaller and larger dwellings is proposed to meet the needs of various eligible cohorts.
Lower income renters, particularly: Older people - Yarra's older population have significantly lower earnings than the broader population Lone person households almost one-in-four lone person households in Yarra is in housing stress Single-parent families – primarily women with children – have the highest rate of housing stress out of any household type	As noted, a key advantage of the BTR model is that secure, long-term tenancies are supported and encouraged. Where household circumstances change, for instance, a single-parent family progresses to a lone-person household, Affordable Tenants may be accommodated in a different, appropriately sized dwelling to support them to age-in-place and retain their connections to neighbours and community. The building is proposed to comprise a mix of smaller to larger dwellings to enable this diversity.
Key workers specific to the Yarra local economy, including Artists, Musicians and other Arts Professionals	The BTR development is proposed to provide a mix of smaller and larger dwellings to meet the needs of various eligible cohorts.

Regulation of Outcome

Ensuring the Affordable Housing in the BTR building is allocated and affordable for eligible households over the term, it is proposed to occur through a permit condition requiring:

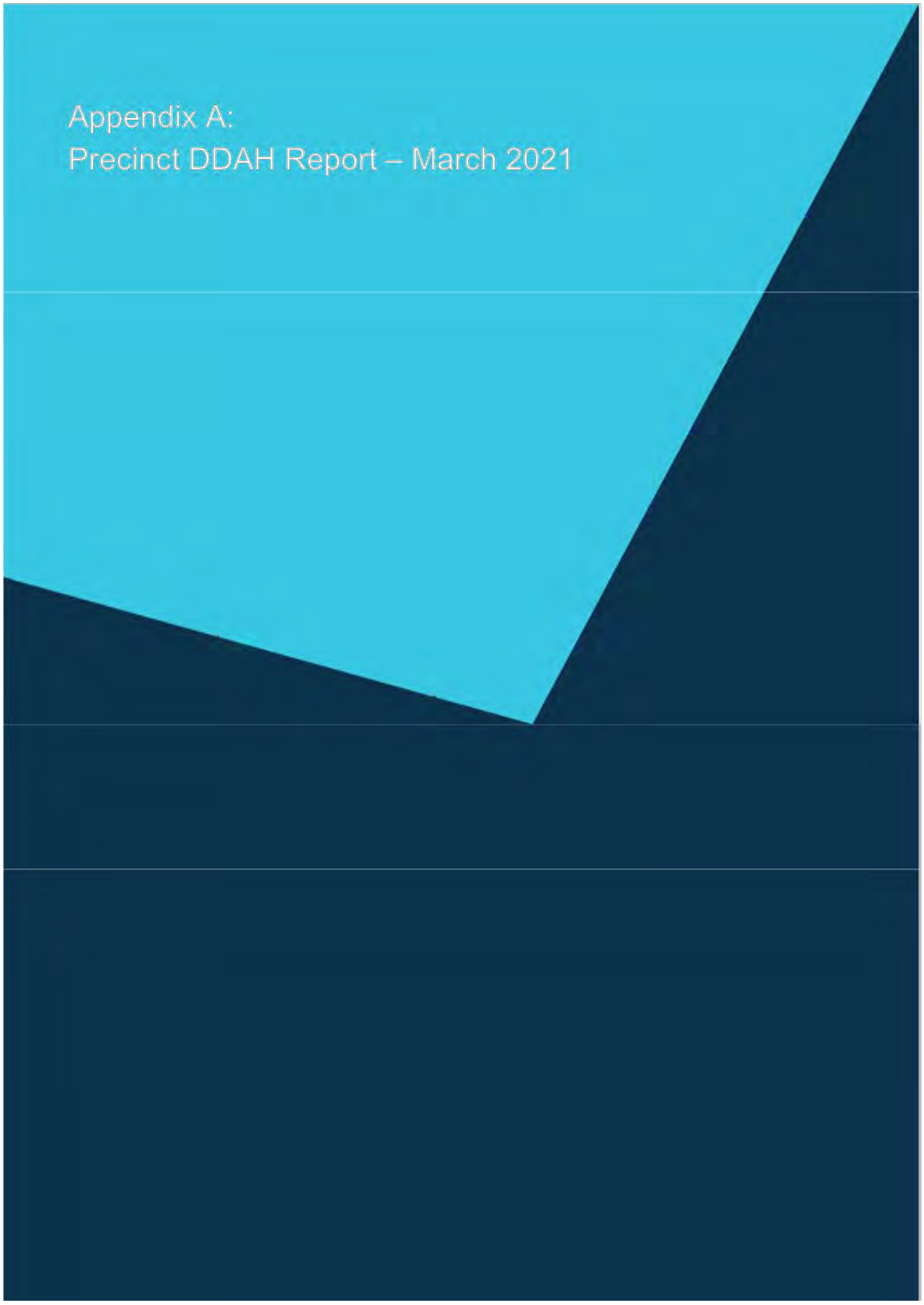
- 30% of dwellings to be made available as Affordable Housing at an Affordable Rent calculated so that households should not pay more than approximately 30 per cent of their income on rent, with reference to the *Planning and Environment Act 1987* Affordable Housing income ranges
- A Section 173 Agreement to be entered setting out the key aspects of the arrangement for the period of 15 years from occupancy permit, with a review within 10 years.

Key requirements in a Section 173 Agreement are proposed to include that:

- 30% dwellings are to be made available to eligible households (as defined with reference to incomes established under the *Planning and Environment Act 1987*) for a period of 15 years from occupancy permit
- The Applicant (or nominee) to:
    - Verify Affordable Housing eligibility by assessing the household income on application and then annually

  - Report annually to DELWP confirming that 30 per cent of dwellings are allocated to eligible Affordable Housing households during the previous 12 months
  - Report on Affordable Housing management of eligibility.
- Costs of preparation of the agreement should be borne by the applicant.
- Numbers of dwellings when confirmed, including the rounding up/down of the number of dwellings to be provided when calculated as part of the percentages.
- The allocation and management arrangements for all forms of Affordable Housing, including who is to manage.
- The inclusion of a timeframe for the delivery of the Affordable Housing and the longevity of benefit.

Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report



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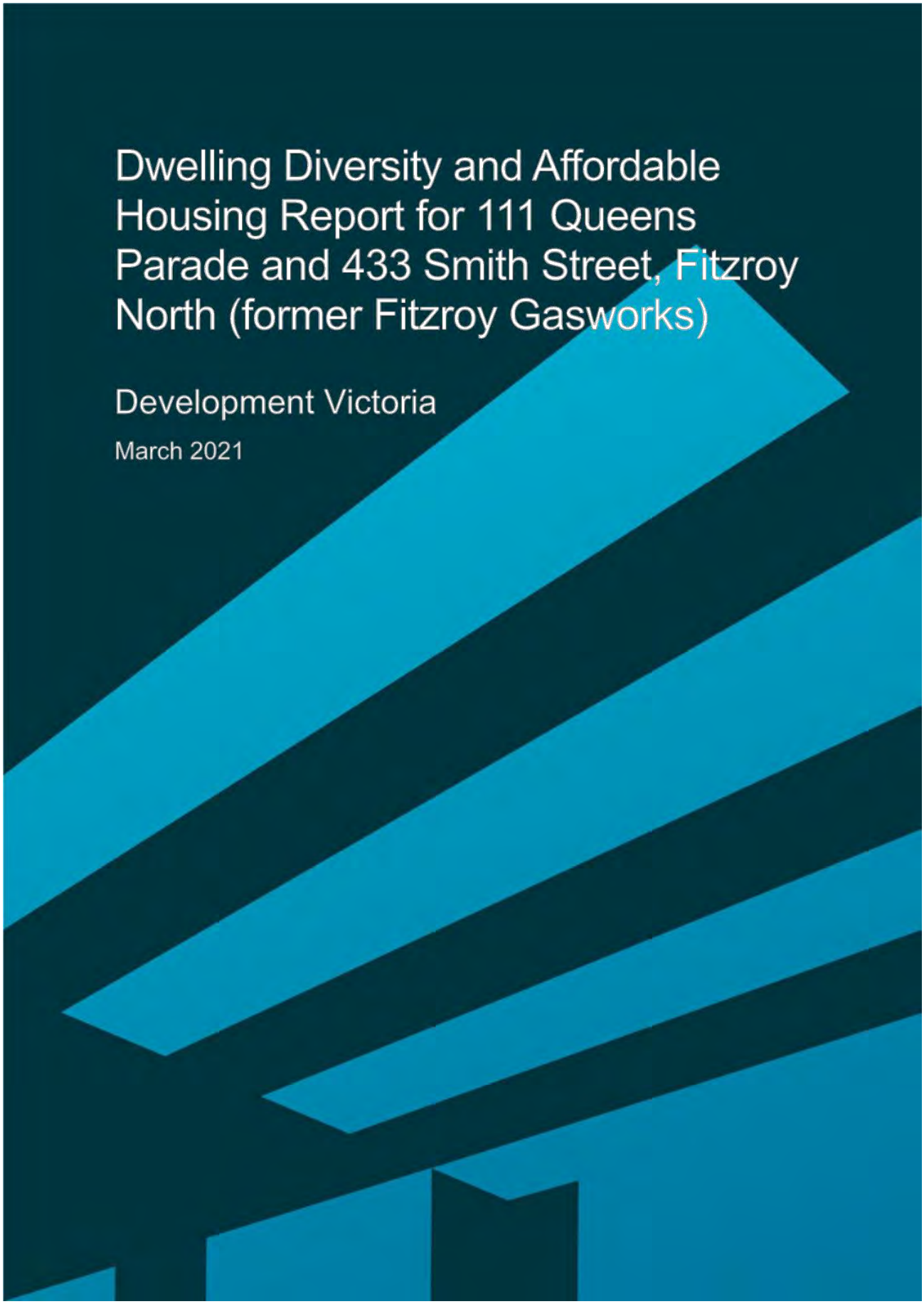

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1. Executive Summary

This report has been prepared in relation to 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks) ('the Site').

The purpose of this report is to provide detailed research and analysis to demonstrate how the development of the Site can:

- Provide affordable, diverse and family friendly housing that meets the needs of households on very low, low and moderate incomes (collectively 'lower income earners') as defined under the *Planning and Environment Act 1987* (P&E Act), and
- Deliver 20% of dwellings as affordable housing, meeting the target of up to 20% affordable housing required in the Development Plan Overlay (DPO) Schedule 16 for the Site

This report includes:

- A summary of State and local government planning and housing policy relevant to the Site
- Analysis of the demographics and likely demand for lower income earners that could live at the Site
- Indicative dwelling types and mixes to meet the needs of target cohorts for affordable housing taking into account the respective financial capacities of very low, low and moderate-income earning households
- Discussion of how the development can address the DPO requirement to provide family friendly housing at the Site
- An outline of the intended delivery strategies for affordable and diverse housing.

Demand for affordable Housing in Yarra

Research undertaken by DV to inform this report found that the City of Yarra has comparatively high proportions of:

- High income earners as home-owners and renters
- Very low-income earners or welfare recipients in government-subsidised housing
- People living in group households.

The proportion of lower income earners present in Yarra has been in decline over the past 30 years and they are now present in significantly lower percentages than the metropolitan average. Lower income earners are finding it hard to find affordable housing that suits their needs in the local market, with median purchase and rental prices mostly beyond their reach in Yarra.

Moderate income earners are the largest cohort of lower income earners in the City of Yarra, and within this cohort, there is need for:

- One and two-bedroom dwellings for singles, younger and older couples and small families
- Affordable group-housing with two or more bedrooms
- Affordable rentals with security of tenure

There is a relatively high level of provision of public and social housing in the City of Yarra compared with the Metropolitan Melbourne average, but there is still demand for social housing that, subject to funding, could be provided at the Site to meet the needs of very low, low and some moderate income earners in the inner northern region.

The profile of the Victorian Housing Register waitlist in this region highlights the very high need for one-bedroom dwellings, but with some requirement for two and three bedroom dwellings.

There are also cohorts of special need that require housing in the City of Yarra. This includes those people with disabilities, Aboriginal and Torres Strait Islander people and key workers in the local economy.

Delivery options

Given high underlying land values and costs of construction, it is unlikely that the development of the Site could produce a significant quantity of stock that is affordable for purchase by lower income households, without offering large and probably unfeasible discounts to market value.

Access to public and privately funded shared equity models could enable some affordable purchases by moderate income earners, but it is not intended to rely on this as a primary strategy, given the total number of affordable outcomes required in the project.

Affordable rental models are expected to have best potential to deliver affordable housing on the Site for a range of lower income earners, through a mix of market-delivered affordable rental and State-funded social housing.

However, typical market rents in Fitzroy North are also increasingly unaffordable to many moderate income earners, particularly singles, and all low and very low income earners. Therefore, it is expected that affordable rental options are likely to need to offer a proportion of discounted rents to realise affordable outcomes, particularly for moderate income earners and possibly some low income earners.

Affordable housing strategy

The proposed affordable housing strategy targets delivery of 20% of dwellings as affordable housing. The strategy comprises two primary delivery models:

- Social housing co-funded by the State and a Registered Housing Agency (RHA), subject to State funding. This is expected to deliver a significant proportion of the Site's affordable housing outcomes, and
- Affordable market housing meeting the balance of the requirement, comprising predominantly affordable rental product with flexibility for other offerings and tenures. These strategies are expected to delivery at least 50% of affordable housing outcomes.

It is critical to understand that the ability of the project to deliver any significant amount of social housing is entirely dependent on securing State funding support for this element of the strategy. If funding is not secured, the targeted delivery of 20% of dwellings as affordable housing will be preserved, but the nature of the affordable housing delivered by market-based models will need to be revisited.

Options will be kept open for other innovative models to deliver affordable outcomes on the Site.

Opportunities for housing targeted cohorts of special need could be provided within these delivery models and will be subject to further investigation.

Appendices to this report include:

- Charts to support Section 3 Demand for diverse and affordable housing
- Research to support definition of family friendly housing

Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

1. Introduction

This report has been prepared in relation to the proposed development of 111 Queens Parade and 433 Smith Street, Fitzroy North (former Fitzroy Gasworks) ('the Site').

The report is a requirement of Yarra Planning Scheme Schedule 16 to Clause 43.04 Development Plan Overlay (Fitzroy Gas Works), which requires that:

"Prior to the preparation of a development plan the following must be prepared to the satisfaction of the responsible authority…. A dwelling diversity and affordable housing report which includes:

- *A demographic analysis of the types of people and households anticipated to live within the development.*
- *How the development will support the existing and future populations of the area.*
- *Proposed dwelling typologies for the development.*
- *How the development proposes to provide affordable housing and family friendly housing."*

A Development Plan is to then be prepared that must demonstrate a response to the requirement set out in Schedule 16 to:

- *"Provide for a range of dwelling types to cater for a variety of housing needs including the provision of up to 20% of dwellings as affordable housing (as defined at section 3AA of the Planning and Environment Act 1987)."*

The purpose of this report is to set out the strategy for delivery of affordable housing at the Site to deliver on this requirement and inform the preparation of the Development Plan. The report also discusses the evidence underpinning the strategy including analysis of the needs of lower income earners and the likely mix of housing types that could meet these needs.

This report is based on assumptions and data at the time of production. From time to time, the market may shift, and more current research may require the report be updated and amended via an addendum to the satisfaction of the RA or via a report to be produced at time of planning application to support the specific planning proposal.

Key Terms

Affordable Housing is defined in the P&E Act as 'housing including social housing, that is appropriate for the housing needs of very low income, low income or moderate-income households'. Income bands updated annually by the Minister for Planning and gazetted each year by Governor in Council Order on July 1 provide clear benchmarks for the incomes of households that may require affordable housing.

Social housing is an umbrella term that includes both public housing and housing owned, controlled or managed by a participating registered housing agency (community housing). Its provision usually involves some degree of government subsidy.

2. Policy Context

This section summarises key State and local government policy drivers and identifies priorities to be addressed in the redevelopment of the Site.

State Planning and Housing Policy

The Victorian Planning Policy Framework's objective for Housing affordability is

> *To deliver more affordable housing closer to jobs, transport and services.*

Planning strategies to improve housing affordability include:

- *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities*
- *Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.*
- *Increase the supply of well-located affordable housing by: Facilitating a mix of private, affordable and social housing in …urban renewal precincts.*
- *Facilitate the delivery of social housing by identifying surplus government land suitable for housing*

State policy documents such as *Homes for Victorians* (2017) and *Plan Melbourne 2017 – 2050* reflect the State Government's priority focus on increased supply of housing in established areas, and the need to deliver greater volume and a wider range of affordable housing options.

Government has identified a significant shortfall (more than 30,000 units across Victoria) in the supply of social housing. To address this issue, in November 2020, the Government announced funding of $5.3 billion in the *Victoria's Big Housing Build* to deliver 12,000 new public, social and affordable homes – including replacing 1100 old public housing units.

City of Yarra Planning and Housing Policy

The rezoning of the Site reflects the Local Planning Scheme objectives for diversity and affordability including:

- Clause 21.03 Land Use

  "The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged".

- Clause 21.04-1 Land Use – Accommodation and housing

  Objective 2: To retain a diverse population and household structure

  Strategy 2.1: Support the provision of affordable housing for people of all abilities, particularly in larger residential developments and on Strategic Redevelopment Sites.

  Strategy 2.2: Encourage residential development which allows people to age in their existing homes and communities by supporting a range of housing types.

The City of Yarra's Social and Affordable Housing Strategy (2019) establishes Council's overarching strategy to:

"Ensure a diverse population by increasing the supply of social and affordable housing suitable to households at various income levels and requirements".

The four strategic directions stated in this plan are intended to guide the City of Yarra's actions to support an increase of social and affordable housing supply at the municipal level:

- *Be a leading local government in realising affordable housing outcomes at new developments across Yarra;*
- *Make effective and prudent direct investments in social and affordable housing;*
- *Partner, facilitate and engage with all stakeholders to increase social and affordable housing in Yarra; and*
- *Continue to pursue evidence-based, strategic advocacy to other levels of government for improved housing outcomes.*

The Strategy notes that in 2016, 15 per cent of Yarra's households (more than 6,000 households) were in housing stress. More than 3,000 of those in housing stress are rental households on very low incomes. It is also estimated 3,570 households in the City of Yarra have an unmet need for affordable housing, based on the number of persons who are homeless, marginally housed and households in long-term rental stress. This represents approximately nine percent of the current population.

The Strategy identifies the following households as needing affordable housing and unable to afford safe, secure and appropriate housing in the local market. These groups have specific needs in terms of size and type of dwelling, accessibility etc. that Council wants addressed at significant developments in Yarra, as set out in Table 1.

Household type	Appropriate housing products and types
Aboriginal and Torres Strait Islander people	Long-term social and affordable rental and purchase. Dwelling size: mix of smaller and larger dwellings. May require larger dwellings to accommodate extended family
People with disabilities	Long-term social and affordable rental and purchase. Dwelling size: May require additional space for live-in carers. Additional needs: Accessible homes that support independent living
Homeless persons, particularly the following:	Long-term, secure, social and affordable rental housing
Family violence is the number one cause for seeking homelessness assistance in Vic	Dwelling size: Women with dependents may require larger, family-friendly dwelling
Young people (aged 20 to 29) are the largest age cohort of people who are homeless in Yarra	Dwelling size: housing needs can be adequately met through smaller dwellings
Older women (aged 55+) are the fastest growing cohort of people experiencing homelessness in Australia	Dwelling size: housing needs can be adequately met through smaller dwellings. Additional needs: accessible, or adaptable, homes to support ageing
Asylum Seekers - Organisations such as the Asylum Seeker Resource Centre report a vast increase in demand for housing services since recent changes to eligibility for Status Resolution Support Services	Dwelling size: mix of smaller and larger dwellings. May require larger dwellings to accommodate large families

Lower income renters, particularly:	Long-term social and affordable rental and purchase
Older people - Yarra's older population have significantly lower earnings than the broader population	Dwelling size: needs can be adequately met through smaller dwellings.
Lone person households almost one-in-four lone person households in Yarra is in housing stress	Dwelling size: needs can be adequately met through smaller dwellings
Single-parent families – primarily women with children – have the highest rate of housing stress out of any household type	Dwelling size and type: may require larger dwellings
Key workers specific to the Yarra local economy, including Artists, Musicians and other Arts Professionals	Long-term affordable rental and purchase. Dwelling size: Mix of smaller and larger dwellings

Table 1 Source: City of Yarra Housing Strategy (2019)

These findings were echoed in feedback from community housing organisations with a presence in Yarra, who were canvassed during the preparation of the strategy. These organisations have recently seen increased demand from women (including older and younger women), older singles, people with a disability, moderate-income households, low income workers and key workers.

Other relevant directions contained in the Strategy that may be relevant to the development of the Site include:

- *Any affordable housing should be tenure blind and integrated with market housing, meaning that subsidised and private dwellings should not be able to be readily differentiated through either their appearance, quality or amenity.*
- *Affordable housing dwellings to promote high accessibility standards by being in accordance with Liveable Housing Design Guidelines' Silver level or higher*
- *Affordable housing dwellings to be built to a high standard in terms of durability and energy-efficiency to decrease ongoing maintenance costs.*

Key findings:

In order to respond to key policy objectives and aspirations, the development should provide:

- ***Opportunities to retain and enhance diversity in Yarra's population***
- ***A range of housing tenures and delivery models***
- ***A significant volume of smaller affordable dwellings with a proportion of larger dwellings suitable for families and residents with special needs.***

There are some specific groups within the affordable housing income bands that DV's affordable housing strategy could accommodate, including:

- ***Aboriginal and Torres Strait Islander people,***
- ***People with disabilities, and***
- ***Key workers specific to the Yarra local economy, including artists, musicians and other arts professionals.***

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3. Demographic analysis and demand for diverse and affordable housing

This section sets out a profile of lower income earners in Yarra and describes their current and forecast housing needs, then analyses options for the delivery of affordable housing to meet those needs.

Profile of lower income earners in the City of Yarra

There are lower proportions of very low, low and moderate-income earners (collectively 'lower income earners') living in Fitzroy North and the City of Yarra than the Metropolitan Melbourne average:

- 54% of singles in Fitzroy North and 46% of singles in the City of Yarra are lower income earners, compared with 69% in Metropolitan Melbourne
- 25% of couples in Fitzroy North and 21% of couples in the City of Yarra are lower income earners, compared with 49% in Metropolitan Melbourne
- 37% of families in Fitzroy North and 42% of families in the City of Yarra are lower income earners, compared with 63% in Metropolitan Melbourne

The proportion of lower income earners in the City of Yarra has been in decline for at least 30 years.

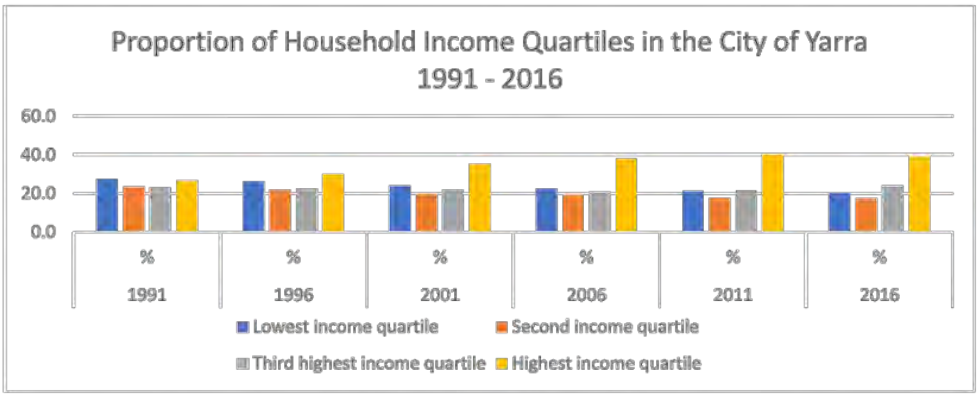

Figure 1 Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id [1]

Across the different household types (single, couple, family, group) of lower income earners in North Fitzroy:

- Moderate income earners are approximately 40% of lower income households, while low and very low-income households are approximately 30% each.
- Lone person households are the biggest household type (48%), with couples at 21% and families at 31%. These percentages exclude group households, which make up 13% of all households in Yarra (higher than the metropolitan average of 5%). It is a reasonable assumption that most group households are lower income earners.

[1] Note: The Household income quartiles vary from the affordable housing income bands and do not distinguish between household types, i.e. singles, couples and families. The Household income quartiles are created for Victoria by ranking households from the lowest incomes to the highest incomes and then dividing the list into four equal groups or quartiles.

In the City of Yarra generally, including lower income households:

- The largest share of lone households is aged 60+ (30%), followed by those aged 30-39 (25%).
- Most couples (59%) are aged 20 to 39 years, followed by older couples 60+ (21%).
- Family household age classes are relatively evenly spread, but there is a slight skew to families with older parents compared with the metropolitan average.
- 40% of forecast growth between 2016 and 2041 is expected to be in lone person households.
- The forecast growth of age classes between 2016 and 2041 is expected to be largest among those aged 20-29, 30-39 and 60+, all at ~20% each.

While the City of Yarra has a significantly higher percentage of households living in social housing than Greater Melbourne, there is significant need and demand for additional social housing in Yarra, particularly for one-bedroom dwellings.

- 9.5% of households in the City of Yarra were living in social housing at the 2016 Census, compared to 2.6% in Greater Melbourne.
- Of those individuals living in social housing, about 11% have a need for assistance with a core activity (for example, doing activities such as eating, showering, dressing, and toileting)
- Of those individuals living in social housing, the greatest share are aged 0-19 years old (29%), followed by those aged 40-59 years old (26%) and 20-39 years old (24%).
- As at December 2020, the total number of social housing applicants on the Victorian Housing Register for the Inner Eastern Melbourne region was 2,359 priority access applications and 989 register of interest applications.
- The housing register waiting list demand and transfer data for the Inner East Melbourne region indicates a high demand for one-bedroom dwellings making up approximately 76 per cent of total applications. The preference for two-bedroom dwellings follows at approximately 14 per cent. The preference for three-bedroom dwellings follows at approximately six per cent.

Housing typologies to support the needs of lower income earners

Secure affordable rental apartments are likely to meet the needs of most moderate-income earners in Fitzroy North.

- Most moderate income earning singles are renting one bedroom apartments (43%), followed by two bedroom dwellings (25%). This is consistent with Metropolitan Melbourne.
- Most moderate income earning couples (68%) are renting one and two bedroom apartments. This is in contrast with Metropolitan Melbourne, where the largest share of these couples buy three bedroom dwellings (25%), followed by renting two bedroom dwellings (23%).
- All moderate income earning families are renting two and three bedroom dwellings, increasingly (now >30%) in apartments. By comparison, these families across Metropolitan Melbourne tend to rent three and four bedroom houses.
- Group households are predominantly younger people renting two and three bedroom dwellings, with more than 30% of these being apartments.
- Most moderate income earning households who are renting are not likely to be experiencing rental stress, probably because they appear to have 'traded down', by choosing dwellings with fewer bedrooms or apartments.
- Lone person moderate income renters in the City of Yarra are more likely to be in housing stress, with close to one-in-eight of this household type in stress.

- More than 50% of lower income earning couples aged 60+ are living in larger homes with three or more bedrooms. There may be an opportunity to offer some of these people the opportunity to downsize and age in place.

The majority of new low and very low-income earners in North Fitzroy will require government-subsidised rental housing.

Households on low and very low incomes are unlikely to find affordable market housing that meets their needs in Yarra.

Subsidised housing such as public or community housing is likely to be the best fit and most appropriate means of providing affordable housing to these households at the Site.

These forms of housing:

- Structure rental payments to ensure that tenants pay what they can afford without causing housing stress
- Provide additional social and other support services frequently needed by low and very low income earners
- Can efficiently deliver tenancy management and support at scale

The Victorian Housing Register has two categories - priority access and register of interest. The priority access category encompasses the following people with special housing needs including:

- Who are homeless and receiving support
- Are escaping or have escaped family violence
- With a disability or significant support needs

Register of interest comprises of the applicants eligible to register their interest in social housing, based on income limits and asset tests.

Social housing providers work within a tenancy allocations framework reflecting the priorities of any State or Commonwealth funding, which typically requires specified tenancy mixes, including a proportion of households on priority waitlist and register of interest.

While noting the evidenced high demand and need for one-bedroom dwellings on the Victorian Housing Register, it is uncommon for RHAs or HomesVic to deliver and operate buildings with such a high concentration of one bedroom dwellings:

- This impacts the financial feasibility of the ongoing operations due to the typically low revenue base, and
- It can create difficulties in building diverse and resilient communities.

Housing for cohorts with special needs

Council has identified certain households as falling within the definition of Affordable Housing and unable to afford safe, secure and appropriate housing in the local market. These groups have specific needs in terms of size and type of dwelling, accessibility etc. which are detailed in Table 1.

Opportunities to address these needs include:

- Incorporating Specialised Disability Accommodation into the market and/or affordable housing delivery models implemented at the Site;
- Working with social housing providers to target a proportion of homes to Aboriginal Victorians, subject to funding.

Key findings:

There are declining opportunities for all tiers of lower income earners to find affordable housing in Yarra and is therefore it is important for projects like Fitzroy Gasworks to contribute to arresting this trend.

For moderate income earners, who are the largest lower income cohort in Yarra:

- ***There is a strong demand for smaller (one and two-bedroom) dwellings***
- ***There is and will continue to be strong growth in demand for affordable housing for lone person households, and younger and older couples***

There is also likely to be ongoing demand for affordable housing for lower income singles in group homes, affordable three bedroom product for lower income families, and there may be an opportunity to provide affordable housing to lower income older couples to allow them to downsize and age in place.

Rental is the most affordable and appropriate form of tenure for lower income households, with some moderate-income earners able to find affordable rentals in the market now.

Social housing provided by the State or a registered housing agency provides a regulated, secure and affordable housing outcome and is the most appropriate form of housing for eligible very low and low-income households.

There is a significant waitlist for social housing in the Inner East region, including the City of Yarra.

Within the current Victorian Housing Register waitlist, there is a very high need for one-bedroom dwellings, however the appropriate dwelling mix in any social housing development is likely to be driven by the funding agreement with the Director of Housing with consideration given to diversity and operational matters.

To ensure affordable housing appropriately responds to these forecasts of demand, and to contribute to the development of a diverse and resilient community it is recommended the development plan include the following indicative dwelling mix for the affordable housing components, allowing for variation between buildings and product offerings:

Bedroom number and dwelling type (Affordable	Indicative Affordable Housing dwelling %
1 Bedroom apartment	Up to 60%
2 Bedroom apartment	Up to 60%
3 Bedroom apartment	Up to 10%

This suggested mix should be reviewed every five years or as required to cater for potential changes as a result of shifting trends in demographics, migration patterns, population age structure, and overall product preference

4. Affordable housing delivery options

What can lower income earners afford?

DV has calculated the financial capacity of moderate income earners to rent or purchase property, ensuring that direct housing costs do not exceed 30% of gross household income, and with a number of assumptions with respect to ability to secure and service a mortgage.

These are used to inform considerations of the delivery options for affordable housing stock.

Household type	Moderate income earner	Low income earner	Very low income earner
Single	$208k-$309k	$169k - $208k	<$133k
Couple	$309k- $460k	$196k - $309k	<$196k
Family	$430k - $633k	$271k - $430k	<$270k

Table 2 Indicative purchase capacity by household type, 2020-21, Greater Melbourne

Household type	Moderate income earner	Low income earner	Very low income earner
Single	$240-$361	$151-241	<$151
Couple	$361-$542	$226-361	<$226
Family	$506-759	$316-506	<$316

Table 3 Indicative weekly rental capacity by household type, 2020-21, Greater Melbourne

To be eligible for social housing, the following household income and asset limits must not be exceeded:

Household Type	Register of Interest Weekly Limit	Weekly Limit Priority Access
Single person	$1,048	$586
Couple, no dependants	$1,603	$1,013
Family (one or two parents) with one dependent child *Each additional dependant*	$2,2162 *$351*	$1,050 *$37*
Asset Limit	$33,844 *+ $112,814 for households who need major or full disability modifications*	$13,378 *+ $112,814 for households who need major or full disability modifications*

Table 4 Social housing household income and asset limit, Effective as at 2 October 2020

Home ownership

Housing prices in Fitzroy North are higher than the Metropolitan Melbourne average – for example with a median of $690,000 for a two bedroom unit or $1.37 million median for a two bedroom house, compared to $600,000 median for a two bedroom unit or $915,000 median for a two bedroom house in Metropolitan Melbourne in December 2020.

The purchasing capacities of each lower income household type have been estimated, based on a number of assumptions regarding prevailing interest rates and deposit capacity; assuming that a one bedroom dwelling would meet the needs of a single, a one or two bedroom dwelling would meet the needs of a couple and a two+ bedroom dwelling would meet the needs of a family; while limiting the cost of meeting housing needs to less than 30% of gross household income.

These purchase capacities have been compared with recent median prices available in the market. The analysis indicates the only stock likely to be affordable are one bedroom apartment purchases by moderate or some low income earning couples.

The significant differences between median market price and purchase capacities demonstrates that affordable build-to-sell product is unlikely to be feasible for developers to deliver in volume for lower income households, given the size of discount below market value that would be required.

Some moderate income households looking to purchase smaller dwellings (one or two bedroom apartments) could potentially access shared equity programs, such as the State Government's shared equity scheme or privately-funded or benefactor schemes. However, this approach is unlikely to be achievable for very low and low income earners, given expected price points in the project.

Accordingly, the affordable housing strategy will not rely on shared equity as a primary mechanism.

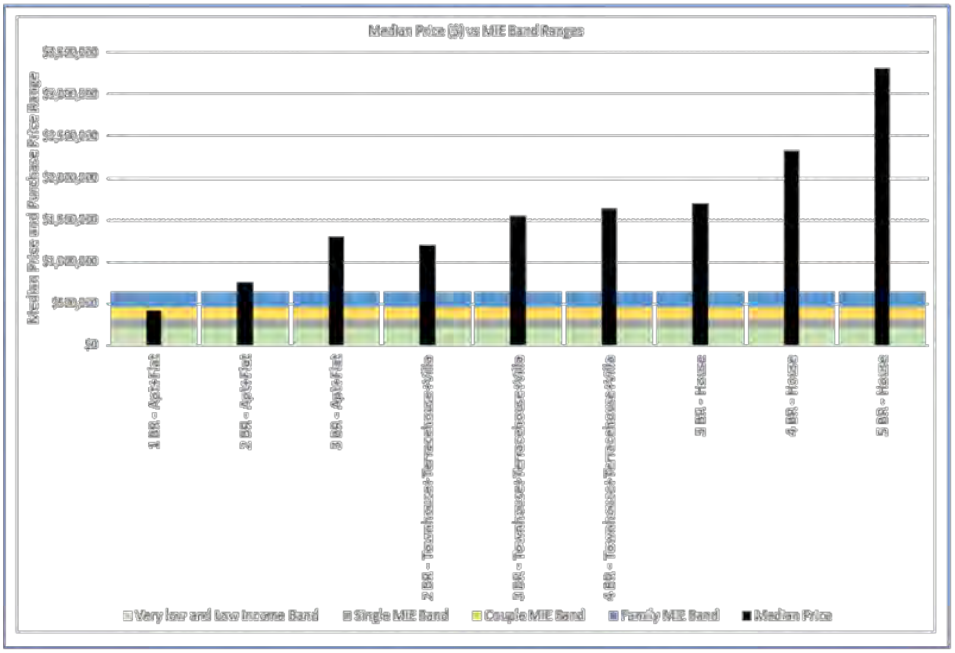

Figure 2 Median Fitzroy North purchase prices compared with lower income household purchase capacities

Market Rental

Rents are more affordable in Fitzroy North though still generally more expensive than Metropolitan Melbourne. At December 2020, the median weekly rent for a two bedroom apartment in Fitzroy North was $500, compared to $430 for a two bedroom unit in Metropolitan Melbourne.

Assuming weekly rent is limited to 30% of total income, indicative rental capacities for each lower income household type have been estimated**Error! Reference source not found.**. Using these rental capacities, DV found that moderate income couples at likely to be able to rent a one bedroom (or if at the top of the band, two bedroom) apartment and that moderate income families are likely to be able to rent two bedroom apartments and townhouses.

This demonstrates that affordable build to rent product is likely be feasible as a means of providing affordable housing to moderate income earning families and couples, and possibly some low income earners, noting that some manageable discounts may be needed to accommodate singles, larger families and tenants at lower points in the income bands.

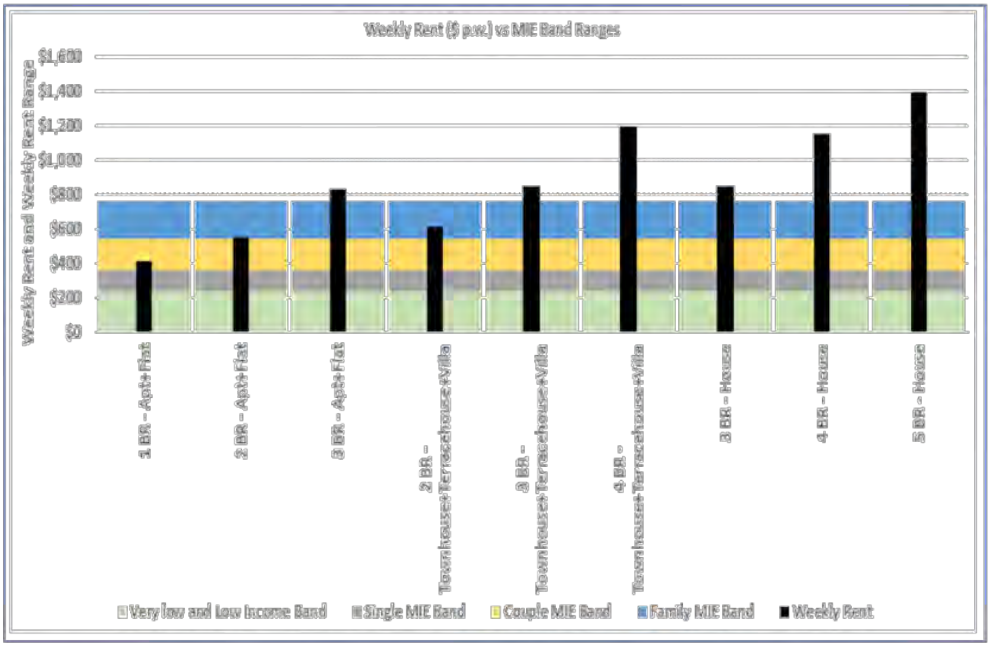

Figure 3 Median Fitzroy North rental prices compared with lower income household rental capacities

Social housing

As noted earlier, the social housing system ensures that tenants pay what they can afford and manages the mix of tenants according to the funding agreements between the registered housing agency and relevant funding bodies that ensure sustainability of this model.

Family friendly housing

In absence of a Victorian Planning Policy definition, 'family friendly housing' is recommended to be defined in the Development Plan as follows (refer to Appendix 2 for further research and rationale):

- 'Family friendly' housing is defined as housing that is appropriate for households with one or two adults with one or more children;
- The minimum number of bedrooms for a dwelling to be 'family friendly' is two-bedrooms, with up to 10% three-bedroom dwellings to provide for larger families.

In addition, family friendly housing and overall development outcomes at the Site are recommended to be achieved by reference in the Development Plan to the need for the landowner to consider internal building and external community features to support families with children, including child-safe balconies, external play areas, landscaping and surface treatment, inclusion of local play areas or walking environments that encourage play and communal areas noted above.

It is recommended the Development Plan refer to the need to support family friendly housing and living, by requiring consideration of a range of factors specifically in relation to children, including:

- The private amenity within a dwelling and building that is suitable for children including play spaces;
- The surrounding public amenity including accessibility, safety, and usability for children;
- The potential for ground floor units with private open space;
- Co-location of dwelling with three bedrooms to support family interaction;
- Connectivity between dwellings and the school that encourage child-based travel;
- Communal spaces that connects to the outdoors;
- Application of Accessibility and Livable Housing Standards; and
- The capacity for dwellings to be combined.

Considering the adaptability of dwellings to allow for households to change over time is also recommended. For example, dual key apartments that can support the combining of one and two-bedroom dwellings either at pre-sale or a future date or provide families with co-located apartments for different household members to maintain both private amenity and shared family spaces.

Key findings:

Affordable rental is likely to be the most feasible way for developers to provide a significant proportion of affordable housing at the Site, while other approaches such as shared equity and other innovative models could feasibly contribute to the overall outcome.

Provision of social housing at any scale will depend on State funding, and this model ensures that rentals are affordable to tenants.

Depending on their respective needs and funding models, cohorts of special needs could be accommodated within market-delivered stock or in social housing, and providers should be encouraged to investigate and pursue these opportunities.

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5. Fitzroy Gasworks Affordable Housing Strategy

Development Victoria is committed to ensuring a high-quality development to achieve the range of objectives set out in the Schedule, targeting the provision of 20% affordable housing and providing family friendly housing across the Site.

Based on the current total forecast yield of 1,200 dwellings on the Site, there is a need for approximately 240 affordable dwellings at the Site. Some of these outcomes are currently dependent on securing State funding and subject to change.

The indicative strategy to realise the target of 20% affordable housing at the Site comprises the following delivery models:

1. Social housing co-funded by the State and a Registered Housing Agency (RHA), subject to State funding. This is expected to deliver a significant proportion of the Site's affordable housing outcomes, and
2. Affordable market housing meeting the balance of the requirement, comprising predominantly affordable rental product with flexibility for other offerings and tenures. These strategies are expected to delivery at least 50% of affordable housing outcomes.

It is critical to understand that the ability of the project to deliver any significant amount of social housing is entirely dependent on securing State funding support for this element of the strategy. If funding is not secured, the targeted delivery of 20% of dwellings as affordable housing will be preserved, but the nature of the affordable housing delivered by market-based models will need to be revisited.

Social housing

Subject to funding, DV, HomesVic or another developer would partner with a Registered Housing Agency to deliver social housing.

Target households: Very-low to low income earners, with a proportion of moderate income earners.

Indicative number of affordable (social) dwellings: this is subject to consideration by HomesVic for funding through the Victoria's Big Housing Build (VBHB).

Building to operate as social housing for an agreed period, in accordance with the State's funding requirements to be agreed by the Director of Housing.

DV understands that that any social housing funded by the State and owned by a RHA may require the Director of Housing to have a Registration of Interest on title to the social housing land.

Affordable market housing

This is likely to comprise predominantly affordable rental product but may also include affordable built to sell product, purchases supported by State or privately funded shared equity schemes, rent-to-buy, or other innovative mechanisms.

Target households: predominantly moderate income earners

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DV is exploring delivering a significant portion of this affordable market housing as affordable rental product, as follows:

- Develop and retain long-term ownership of a residential apartment block, with approximately 200 dwellings purpose-built for rental occupation
- Achieve 30% affordable rental outcomes (indicatively ~60 affordable dwellings) for a period of at least 15 years, with a review within 10 years.
- Allocate discounted tenancies based on annually reviewed income tests and dynamically manage tenancies within the building to maintain the 30% affordable housing target.
- Enter into a form of legal instrument that gives the Minister for Planning and DV adequate enforceability over the outcomes to be delivered by the affordable rental product, which may be a Section 173 Agreement or another instrument by agreement with the Minister for Planning.

If a proportion of affordable outcomes are delivered as social housing, and a DV-led affordable rental project is delivered as described above, the balance of the affordable housing requirement would be passed to development partners on the balance of the Site.

It is possible that requirements placed on private developers would range from 6-10% affordable outcomes, which is consistent with the upper end of outcomes in recent comparable private sector developments.

Affordable outcomes to be delivered by development partners would be achieved under Development Agreements, which could require the selected developers to:

- Deliver a minimum number or percentage of affordable dwellings on their portions of the Site, with the Development Agreements to encourage higher levels of affordable housing in transaction negotiations (noting that outcomes against other policy objectives such as sustainability and public realm will be balanced in transactions), and
- Enter into S173 agreements securing any affordable rental outcomes for a period of no less than 30 years, consistent with recent outcomes in comparable private sector build-to-rent developments.

It is expected, in accordance with the planning process, that key criteria and expectations will be set out in the Development Plan for all development proposals to respond and be assessed against by the Responsible Authority at the point of planning application.

How the affordable housing strategy responds to the 'to Specified Matters under S3AA(2)

The Minister for Planning has set out the following list of 'matters' that must be considered when assessing appropriateness of a proposed built form as affordable housing, Figure 4.

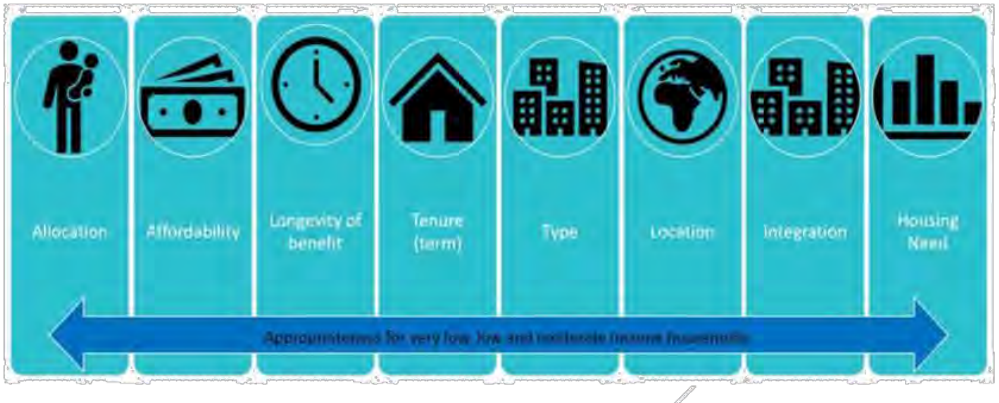

Figure 4 Matters to be considered when determining appropriateness of affordable housing

The following outlines how these matters to deliver affordable housing at the Site will be addressed.

Government listed matter	Proposed development response
Allocation	Allocation of affordable housing must be to households that earn within the Government-defined income bands, updated annually by the Governor in Council Order. Affordable housing will be allocated according to the delivery model: Where social housing is delivered, subject to funding, 100% of the dwellings will be allocated to eligible households on the Victorian Housing Register. Where affordable market models are implemented, the designated % of affordable dwellings will need to be allocated to eligible households via a system to validate that households earn within the designated affordable housing income bands.
Affordability	Where affordable market models such as affordable build to rent are implemented, the affordable apartments will need to be provided at price-points that are affordable to rent by moderate income households. These rental price-points are determined using income bands prescribed within the Act and a requirement that no more than 30 per cent of household income is required to service rental payments. In 2020/21, DV adopted the following rental price points to guide its affordable BTR offering. These will be updated annually in line with the income ranges gazetted by the Minister for Planning.

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<table>
<tr><th>Government listed matter</th><th>Proposed development response</th></tr>
<tr><td></td><td>
<table>
<tr><th></th><th colspan="2">Income ranges</th><th colspan="2">Rental price points/week</th></tr>
<tr><th>Household composition</th><th>Min</th><th>Max</th><th>Min</th><th>Max</th></tr>
<tr><td>Single</td><td>$41,751</td><td>$62,610</td><td>$241</td><td>$361</td></tr>
<tr><td>Couple</td><td>$62,621</td><td>$93,920</td><td>$361</td><td>$542</td></tr>
<tr><td>Family</td><td>$87,671</td><td>$131,500</td><td>$506</td><td>$759</td></tr>
</table>
Table 5 2020/21 Moderate Income Rental Capacities for Greater Melbourne

Where social housing is delivered, the appointed operator will ensure affordability by providing social housing at price points that are typically capped at 30 percent of household income.

Should affordable product for purchase be delivered, purchase price-points will need to be determined at an appropriate point in time using income bands prescribed within the Act, prevailing lending conditions, and a requirement that no more than 30 per cent of household income is required to service mortgage payments.
</td></tr>
<tr><td>Longevity of benefit</td><td>
Social housing will be operated by an RHA for an agreed period in accordance with the State's funding requirements to be set out by the Director of Housing.

Recent private sector affordable rental proposals have typically been required to provide to up to 6% affordable housing for periods ranging between 15 to 30 years.

For the affordable market housing, Development Agreements will require the selected developers to deliver a minimum proportion of affordable housing on their portions of the Site and enter into S173 agreements or other instrument securing any affordable rental outcomes for a period of no less than 30 years.

If an affordable rental project commits to a significantly higher affordable rental outcomes, say more than 25%, this would be required for a period of at least 15 years. This shorter period is justified given that this level of affordable outcome is untested in the market, and it could be subject to formal review within 10 years.

This higher commitment would be enforced with a form of legal instrument that gives the Minister for Planning and DV adequate certainty, which may be a Section 173 Agreement or another instrument by agreement with DELWP.
</td></tr>
<tr><td>Tenure (Term)</td><td>The affordable housing offering is expected to predominantly be achieved through rental product, likely comprising social housing and for the market affordable housing, developers pursuing affordable build to rent model, but other proposed tenure models, including shared equity are permissible.</td></tr>
</table>

Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

Government listed matter	Proposed development response
Type (Built Form)	To ensure affordable housing appropriately responds to estimates of current and forecast demand, the following dwelling mix is suggested for the affordable housing components of the development (noting that the final mix may vary from building to building or between delivery models): Up to 60% of 1-bedroom apartments Up to 60% of 2-bedroom apartments Up to 10% of 3-bedroom apartments
Location	The affordable homes are proposed to be located throughout the development. Where social housing is delivered, subject to funding, it will likely be delivered in a single building. If DV invests in an affordable rental project, it will likely be delivered in a single building.
Integration	Affordable housing buildings will be of high design quality and tenure-blind, and integrated within the Site either: • as single purpose affordable housing buildings distributed within the Site, or • as affordable housing within market housing offerings.

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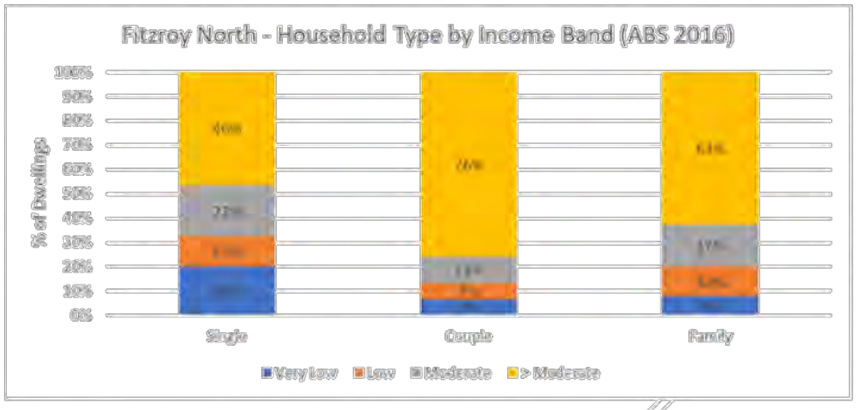
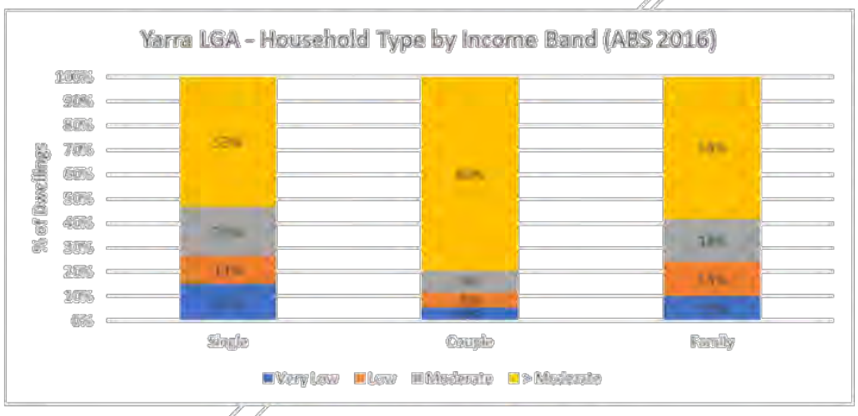
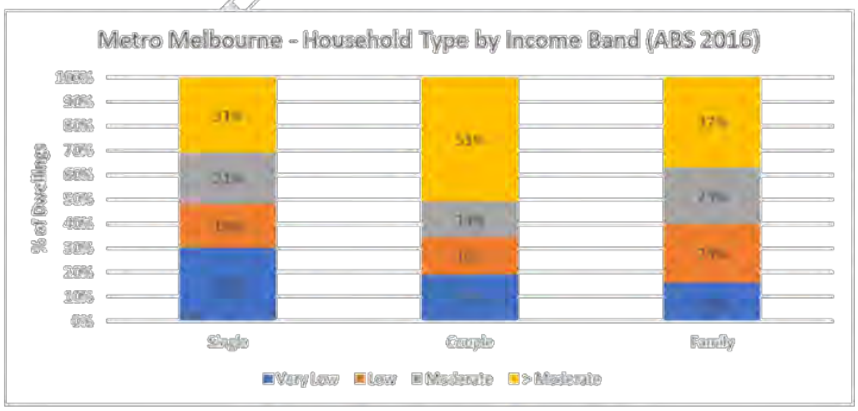
Appendix 1 – Data to support Section 3 Demand for diverse and affordable housing

The following charts show the proportion of dwellings in Fitzroy North, the City of Yarra LGA and Metropolitan Melbourne that accommodate the various household types (by respective income bands) as described in the Planning & Environment Act (PEA) as at the 2016 Census.







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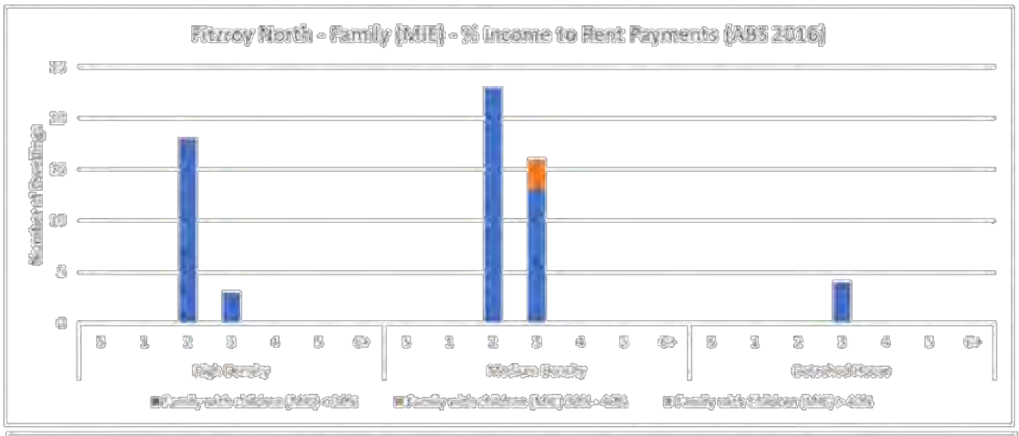
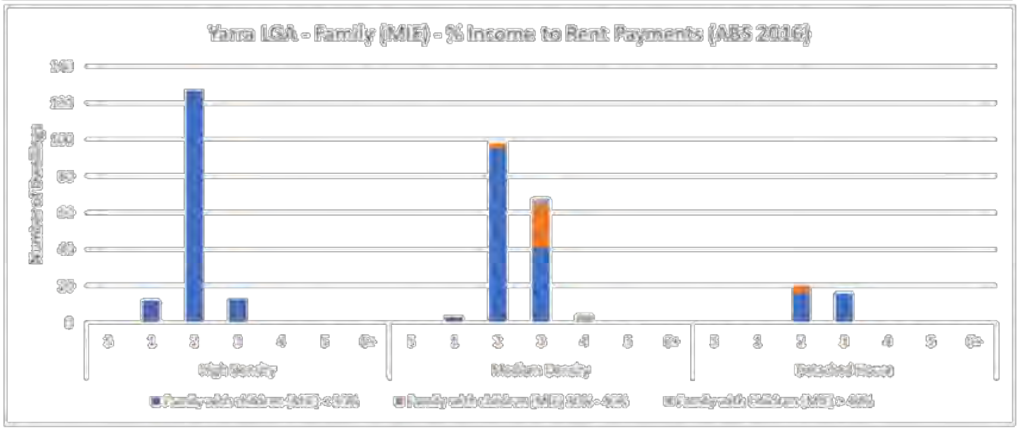
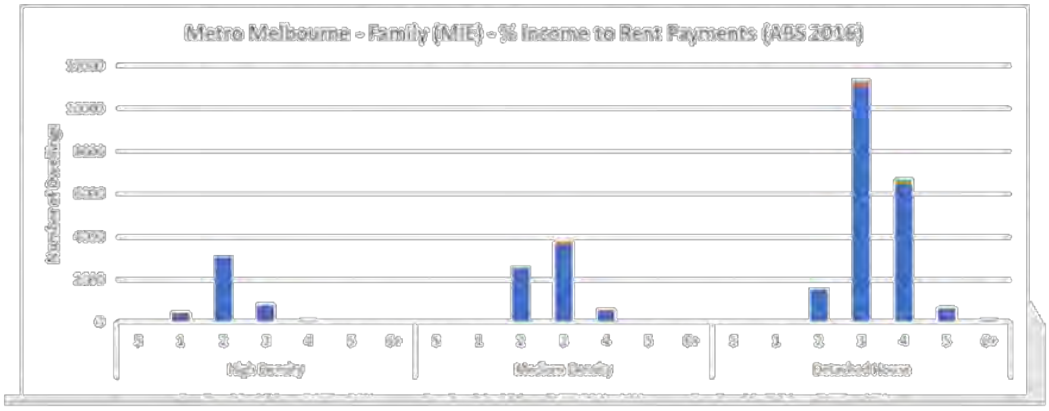
The following charts show the dwellings rented by family moderate income earners segmented by the proportion of their income that is being spent on rental payments.

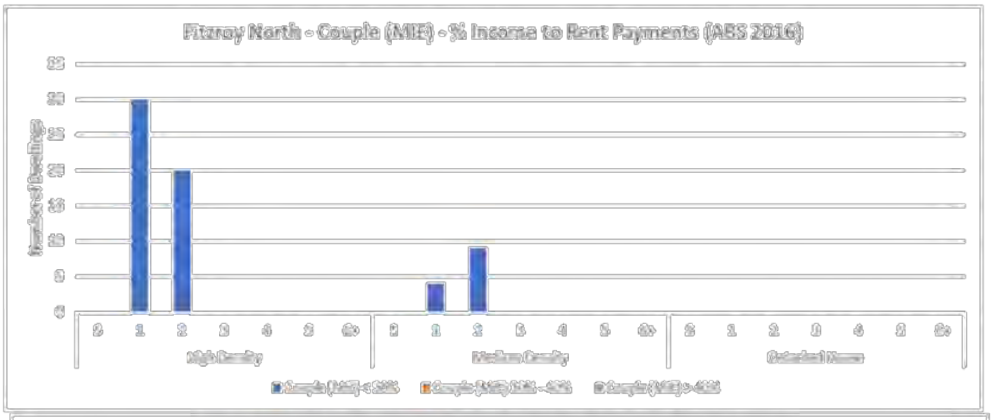


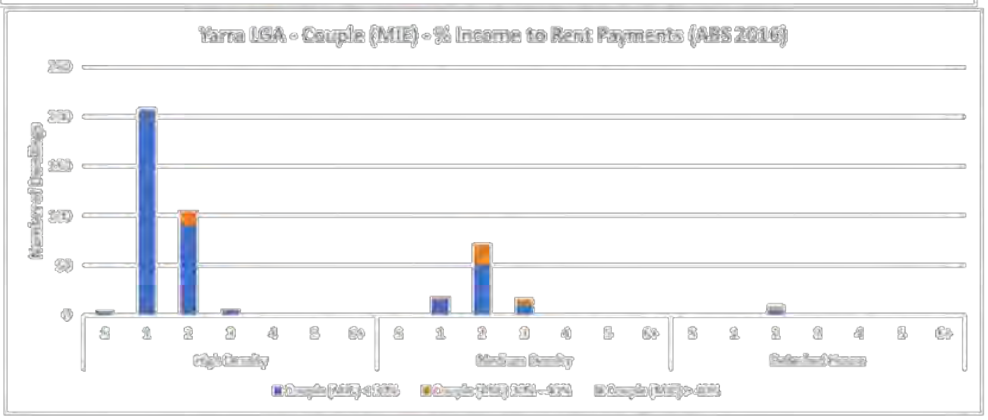


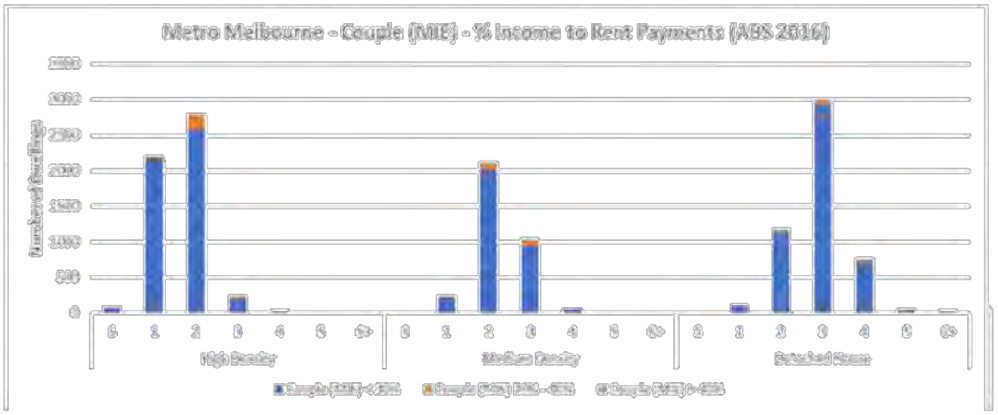


Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

The following charts show the dwellings rented by couple moderate income earners segmented by the proportion of their income that is being spent on rental payments.

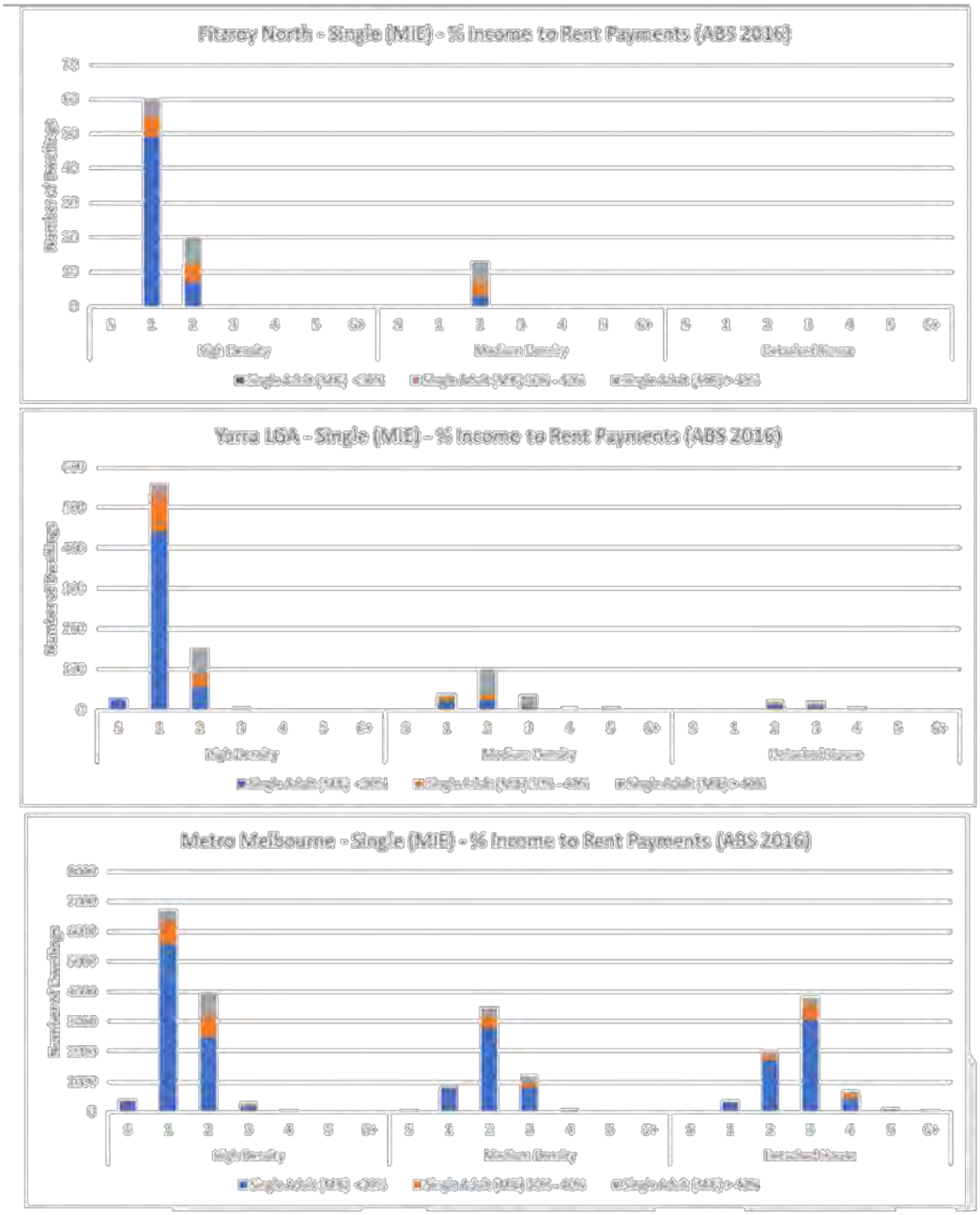






Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report

The following charts show the dwellings rented by single moderate income earners segmented by the proportion of their income that is being spent on rental payments



Appendix 2 - Research to support definition of Family Friendly housing

A 2018 Churchill Fellowship into designing child-friendly high density neighbourhoods notes:

- The City of Vancouver 'High-Density Housing for Families with Children Guidelines' defines family units as dwellings with two or more bedrooms. The policy also sets requirements for minimum communal and play spaces. The Vancouver 'Housing Mix Policy for Rezoning Projects (2016)' set a target for 25 percent family units in new market housing and 50 percent family units in all new non-market housing.
- NSW Apartment Design Guidelines references the needs of children by noting:
  - Communal spaces for children should be safe and contained;
  - Balconies should be designed to be safe outdoor spaces for children; and
  - Ground floor apartments suit families with small children.
- The City of Toronto sets a target of 25 percent family units with 10% of the units should be 3-bedroom units and 15% of the units should be 2-bedroom units. The policy also notes that:
  - "The majority of large units should be grouped together to encourage socializing between families and create a sense of community;
  - Large units should be located primarily in lower portions of the building to provide direct outdoor access for families with children;
  - Larger units should overlook public open space and/or private outdoor amenity areas to allow informal supervision of children's play." [2]

The Churchill Report sets out a range of design, program and policy recommendations in relation to designing for child- friendly high density living. Design interventions include:

- Car free neighbourhoods
- Child friendly travel routes
- Playable streets
- Urban play yard
- Intergenerational play
- 'School as community heart';
- Building scale including raised gardens, outdoor covered play, playful courtyards, child-friendly indoor amenity, 'playful corridors and lobbies'

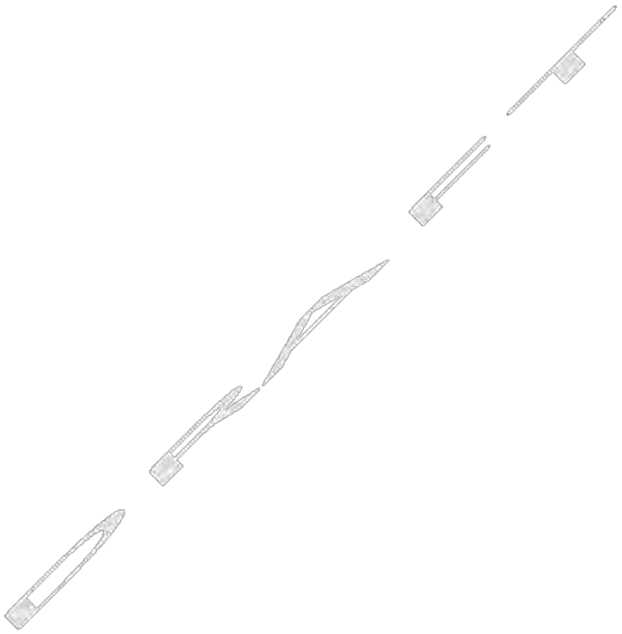
These approaches are partly reflected in the Fishermans Bend Local Planning Policy set out in the Melbourne Planning Scheme (Clause 22.27) and Port Phillip Planning Scheme (Clause 22.15), where the following local policy expectations in relation to family friendly housing are set:

"Encourage design that delivers a range of housing types suitable for households with children through:

- The development of mid-rising housing with access to private open space.
- Living room sizes that exceed minimum requirements.

[2] Source: Natalia Krysiak (2019) Designing Child-Friendly High Density Neighbourhood, https://www.churchilltrust.com.au/media/fellows/Krysiak_N_2018_best_practice_for_designing_child-friendly_high_density_neighbourhoods.pdf

- Access to outdoor communal green space including children's play spaces on ground levels, podium levels of roof tops and locating some dwellings to achieve direct visual access to those play spaces,
- Providing children's communal active indoor space or recreation space as part of indoor communal spaces.
- Locating sufficient storage areas in areas with easy access to dwellings.
- Encourage the delivery of adaptable floor plates including the opportunity to combine one and two-bedroom units to form larger apartments."



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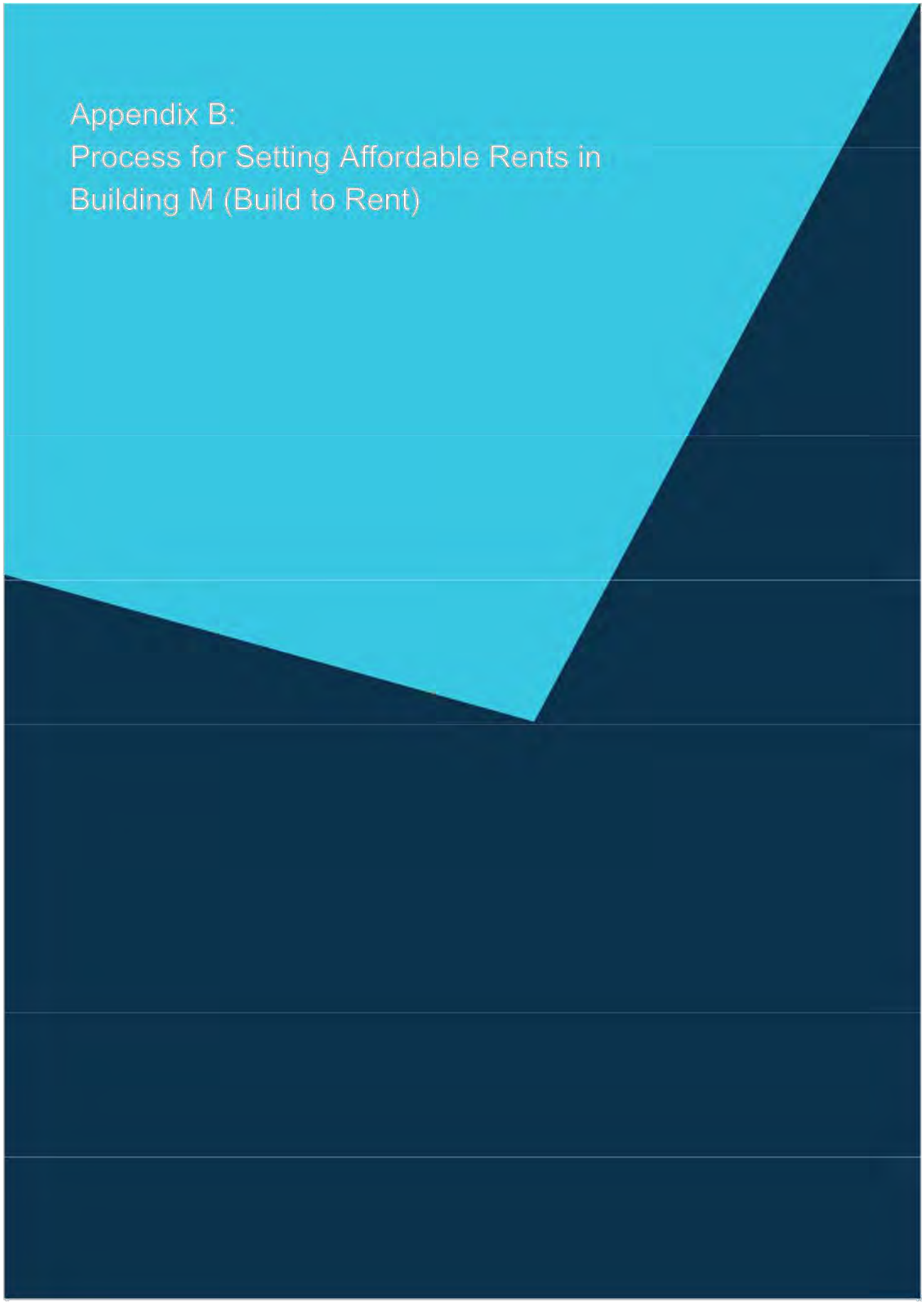

How Development Victoria will determine Affordable Rents

- Upon gazettal of the revised Affordable Housing income ranges, Development Victoria will distribute the income ranges into 'Income Quartiles', determined by dividing the Affordable Housing income ranges into four equal ranges. See Table 1 for a demonstration of this for the 2021-22 Affordable Housing income bands. The purpose of dividing the income ranges into quartiles is to enable Development Victoria to align rents to approximately 30 per cent of household incomes, rather than assuming that all households within an income range can pay 30 per cent of the 'top' of the range. This better protects households at the lower end of an income range from paying more rent than they can afford.
- Development Victoria will assign Income Quartiles to each of the single, couple and family household types provided for in the *Planning and Environment Act*. Given that there is an identified demand for group households in Fitzroy, Development Victoria has also assumed that some singles within the Affordable Housing income range will rent in group households of two or three 'singles'. In this instance, the single income range is multiplied by the number of eligible people in that tenancy. For example:

Household Type	Income Ranges		Income Ranges		Income Ranges		Income Ranges		Income Ranges	
	2021/22		Quartile 1		Quartile 2		Quartile 3		Quartile 4	
Single	$ 41,921	$62,860	$41,921	$47,156	$47,156	$52,391	$52,391	$57,625	$57,625	$62,860
Single Group (2 ppl)	$83,842	$125,720	$83,842	$94,312	$94,312	$104,781	$104,781	$115,251	$115,251	$125,720
Single Group (3 ppl)	$125,763	$188,580	$125,763	$141,467	$141,467	$157,172	$157,172	$172,876	$172,876	$188,580
Couple	$62,871	$94,300	$62,871	$70,728	$70,728	$78,586	$78,586	$86,443	$86,443	$94,300
Family	$ 88,021	$132,030	$ 88,021	$ 99,023	$ 99,023	$110,026	$110,026	$121,028	$121,028	$132,030

Table 6 2021-22 Affordable Housing Income Ranges – Distribution into equal income quartiles

- Development Victoria will determine a weekly Affordable Rental Rate calculating 30 per cent of the Midpoint of the Income Quartile for each household type (single, groups singles, couple, family).
- Affordable Rental households will then be matched with an appropriate dwelling type (Studio, 1, 2 and 3 bedroom).
- If electricity or other authorities' costs are included the Affordable Rental Rates, then a reasonable allowance may be determined to cover cost in addition to the 30 per cent of household income calculation.
- Whilst Development Victoria controls ownership of the BTR building, setting of the Affordable Rents and associated rental discounts will be subject to Victorian Government Land Transactions Policy requirements, such as Valuer General Victoria (VGV) valuation and approval of Victorian Government Land Monitor.
- Over the term of operation it may be necessary to review the Affordable Rental setting approach to reflect updated legislation or the changing needs profiles of Affordable Housing tenants. Any significant changes to the Affordable Rental setting approach will be to the satisfaction of the Responsible Authority and reflected in the annual reporting.

How the BTR Operator will determine the Affordable Rent payable by an eligible Affordable Housing household:

- The Operator will review applications for Affordable Housing tenancies and confirm household eligibility by verifying incomes, residency status and household types according to *Planning and Environment Act* thresholds. Potential tenants will be asked to indicate their product type preference.
- The Operator will determine the applicant's appropriate household income quartile within the *Planning and Environment Act thresholds*.
- The Operator will match the eligible household to a suitable dwelling type (studio, 1 bed 1 bath, 2 bed 1 bath, 2 bed 2 bath, 3 bed 2 bath). In determining this match, the Operator will respond to both the tenant's preference and the available dwellings.
- Using both the eligible household's Affordable Income Quartile and assigned dwelling type, the Operator will assign the appropriate Affordable Rental rate.
- On an annual basis, the Operator will review the Affordable Housing tenant's eligibility.
- If the Affordable Housing tenant's income remains within the same Affordable Housing Income Quartile, no change to tenancy other than a Affordable Housing Rent review[8].
- If the Affordable Housing tenant's income has changed into a higher or lower quartile, the Affordable rent will be adjusted to that Income Quartile rental rate. Quartile 1 rental rate is the floor for the lowest Affordable Housing Rental Rates.
- If the Affordable Housing tenant's income has increased higher than the maximum affordable threshold the Affordable tenancy agreement will expire within 12 months.[9] It is proposed that tenants will enter rental arrangements which provide that where they no longer meet affordable eligibility requirements, they will be offered a market tenancy agreement
- The Operator will maintain 30 per cent overall Affordable dwellings by attracting an eligible Affordable tenant in the next suitable vacancy within the building.

[8] Affordable Housing Rental review process will be agreed in consultation with VGLM to meet requirements under Victorian Government Land Transactions Policy and Residential Tenancy Act. Affordable Housing Rental reviews will aim to adjust rents to the current Affordable Housing Rental Rate set for that quartile (set at least annually using *Planning and Environment Act* income thresholds).

[9] To ensure residents are not unduly disadvantaged if their circumstances change and their household income increases, a household income will be able to increase above the *Planning and Environment Act* income thresholds by a maximum of 25 per cent for two consecutive years before they are no longer eligible for an affordable tenancy. This threshold has been adopted for consistency with the eligibility requirements of the NRAS.

Attachment 2 - Attachment 2 - PPE22/0190 - 111 Queens Parade Fitzroy North - Affordable Housing Report





FITZROY GASWORKS

Parcel A
Urban Analysis and Design Response Report

TP-0050 REV 07
JULY 2022

ARM ARCHITECTURE

DEVELOPMENT VICTORIA

Attachment 3 - Attachment 3 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part A

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ARM
ARCHITECTURE

We at ARM Architecture acknowledge the Traditional Custodians of Country upon which we live and work, throughout Australia. Our Melbourne workplace is located on Country of the Wurundjeri Woi-Wurrung and the Bunurong Boonwurrung people of the Eastern Kulin Nation.

We at ARM acknowledge all Aboriginal and Torres Strait Islanders and we pay our respects to Elders, past, present and emerging. We recognise and respect their cultural heritage, beliefs and relationship to the land.

We are committed to our reconciliation journey.
We proudly support the Uluru Statement from the Heart and encourage our colleagues and partners to support the statement.

We acknowledge the Traditional Owners of the Fitzroy Gasworks Site as the Wurundjeri people of the Kulin Nation, who have an ongoing and living connection to the country on which the site is situated.

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Attachment 3 - Attachment 3 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part A





1.
URBAN CONTEXT

1.1 PROJECT SUMMARY

Project Overview

The site sits within the Fitzroy Gasworks Precinct. Parcel A is defined by George Street to the west and Alexandra Parade to the south. The northern extent will be defined by the Southern Access Road and Wurun Senior College to the north and the extension of Gore Street to the east. This provides a site area of 6250m². The Valve House located at the intersection of George Street and Alexandra Parade sits on lot 230m² in size providing a total site area of 6480m².

Parcel A will contain two high-density residential towers, constructed over a shared two level basement carpark accessed via a single entry located off Southern Gore street.

The Social Housing building, or Building L, will provide 120 apartments over 10 levels compliments by ancillary spaces including ground floor commercial office and food and beverage spaces and residential rooftop amenities. The Build to Rent tower, Building M, will provide 238 apartments over 10 levels, supported by tenant amenities at ground level and the rooftop.

A central landscaped courtyard will provide a focal point for the precinct and provide entry points for both towers. A diagonal pedestrian pathway will connect the Valve House at George Street to the Communal Heart of the greater precinct located at the northeastern corner of Parcel A.

Project Objectives

The greater precinct currently exists as a 'blockage' in the urban fabric of the area. The redevelopment and renewal of the site will establish connections to the surrounding area, additional communal open space and a safe and welcoming environment.

The project will establish a new industry benchmark in affordable and diverse communities and incorporate 30% affordable housing within Building M.

Parcel Components

Communal Spaces

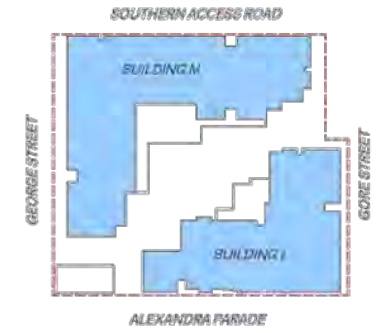
- Central landscaped courtyard with deep soil planting
- Communal landscaped area

Building L - Social Housing

- Maximum of 10 levels
- 120 Apartments
- 48 x 1Bed apartments, 55 x 2 Bed 1 Bath apartments, 5 x 2 Bed 2 Bath apartments, 12 x 3 Bed 2 Bath apartments.
- 5% of Apartments to be AS1428.1 compliant
- Apartment design to be BADS, and LHA Silver level compliant.
- On site management: meeting room/office, amenities, maintenance & cleaning store.
- Community amenities: mail and parcel management system, communal outdoor space including productive food garden plots, BBQ and informal dining.
- Ground floor commercial office and food and beverage spaces.
- Service Areas: loading bay located within basement, 4 waste streams served at each residential level, hard rubbish, secure basement car parking, secure bicycle parking at ground level
  - rate 1.5 spaces per dwelling.
- 76 Car parking bays over two basement levels including 6 DDA compliant bays

Building M - Build To Rent

- Maximum of 10 levels
- 238 Apartments
- 65 x Studio, 63 x 1 Bed apartments, 9 x 2 Bed 1 Bath apartments, 85 x 2 Bed 2 Bath apartments, 16 x 3 Bed apartments.
- On site management: concierge desk, meeting room/office, staff locker and break room, mail and parcel management systems, building manager's office, maintenance & cleaning store
- Community amenities: outdoor entertainment



SITE LEGEND

& BBQ, productive food garden plots, co-work facilities, dining, gym and cafe.
- Service Areas: loading dock, 4 waste streams served at each residential level, hard rubbish, secure basement car parking, secure basement bicycle parking - rate 2 spaces per dwelling.
- 150 Car parking bays over two basement levels.
- Basement Car and Dog Wash

Services

- Remotely located HVAC plant (rooftop) for apartment amenity, serviceability, safety and spatial efficiency
- Embedded power network
- No gas infrastructure to the site - 100% fossil fuel free
- Cold water – individual connection to each apartment
- Hot water – centralized electric heat pump system
- Comms – NBN fibre infrastructure throughout
- Rainwater collection sized for site irrigation and toilet flushing
- Toilet/laundry and kitchen exhaust via façade

ESD

- Building L will achieve 7 star NatHERS rating
- Building M will achieve 7.5 star NatHERS rating
- Provision for EV charging with switchboard sized to allow for expansion
- All public area water provided from non-potable sources
- 30kW solar array to Building L
- 40kW solar array to Building M
- 35% reduction in water demand via minimum

1.2 LOCATION

The Fitzroy Gasworks (FGW) precinct is located at the intersection of Fitzroy, Collingwood, Fitzroy North and Clifton Hill. The site is within easy walking distance of major parks such as Edinburgh and Darling Gardens and Curtain Square. It is opposite the Fitzroy Pool and within easy walking distance of the Bargoonga Nganjin North Fitzroy Library.

Parcel A sits in the South-Western corner of the site, at the intersection of George Street and Alexandra Parade. The Parcel is separated from the School and Sport Courts frontages to the North by the 'Southern Access Road' off George Street. Southern Gore Street separates Parcel A from Parcel B to the East.



1.3 CULTURAL HISTORY

The traditional owners of the site are the Wurundjeri people of the Kulin Nation, who have an ongoing and living connection to the country on which the site is situated. Dight Falls, a significant meeting place for the Wurundjeri Woi-wurrung people is located within two kilometres of the site.

Within recent history Fitzroy became home to the largest First Peoples community in Victoria . This began during the Great Depression and continued into the 1940's as First Peoples families relocated from rural areas to Melbourne in the search of employment opportunities. This in turn lead to the area becoming an important hub for First Peoples activism with groups meeting at the Gore Street Church and the Builders Arms Hotel in Fitzroy.

The gasworks were established in 1859. On site gas production ceased in 1927, although gas continued to be stored on site until the 1970's when with the three large gasometers were demolished. The only remaining built remnant of the sites industrial past is the Valve House located at the corner of George Street and Alexandra Parade.

In 1986 a landmark feminist mural was produced on Smith Street facing towards Hodgkinson Street. The piece by Eve Glenn and Megan Evans, named Bomboniere, remained in place until 2010 when it was severely damaged by vandals. The building and the piece where ultimately demolished as part of the remediation works of the site.

Ongoing consultation with Sue Hodges Productions (SHP) is taking place to ensure that the cultural history of the site is woven into the design of the project.



FITZROY GASWORKS, DAVID WADELTON, 1977



VIEW OVER FITZROY, JENNY RUDOLPH, 1870



THE WOMEN'S MURAL: BOMBONIERE TO BARBED WIRE, EVE GLENN AND MEGAN EVANS, 1986.



MERRI CREEK PLENTY RANGES, CHARLES TROEDEL, 1864.

1.4 URBAN STRUCTURE

The site forms falls at the northern extent of the Fitzroy commercial and entertainment zone immediately to the south of Alexandra Parade. To the north Queens Parade defines the southern edge of the fine grain low rise residential zone that extends to Edinburgh Gardens and beyond.

The area to the west is dominated by low level residential with retail areas arrayed along the major roads. The existing site to the western boundary of George Street currently consists of low level industrial warehouses many of which are currently earmarked for development.

A similar situation occurs to the east of the site with high density development proposed along Alexandra Parade that steps to two and single level residential fine grain heritage residential areas as you move towards the north.

Areas of public open space are scattered throughout the area with the largest being Edinburgh Gardens approximately ten minutes walk to the north.



LAND USE DIAGRAM

1.5 NEIGHBORHOOD CHARACTER

The neighborhood character is defined to a large extent by the distinctive street and allotment layout created under government surveyor Clement Hodgkinson. This incorporated extensive garden squares and reserves for markets, public baths, schools, recreation reserves and churches, in clear contrast to private surveys that were carried out in other areas of the City of Yarra.

This arrangement is complimented by Hoddle's provision of boulevards which merge with side streets arrayed on a north south grid, with unusual five way intersections and triangular public spaces at each end of Queens Parade.

The area also provides an excellent representation of Victorian-era life , as seen by the street and public reserves, combined with dominantly Victorian era building stock including churches, state schools, factories, early houses and a large number of late era Victorian terrace houses, attached and free standing.

This building stock is complimented by examples of Edwardian housing estates and individual housing along with examples of interwar housing.

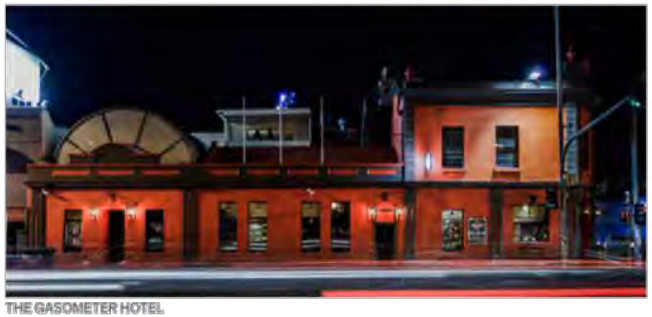
The area immediately adjacent to the site is characterized by 19th century industrial buildings which include former boot and carriage factories that provide a link to Yarra's other creek and industrial localities.

Public realm areas are characterized by large, mostly exotic trees, some planted by George David Landgridge, MLA and former Mayor. Street treatments include bluestone kerbs, gutters, drains, channelling and lane ways. This planting is complimented by the residential garden square at Darling Gardens which was based on British and European precedents and incorporates a number of significant trees.


CLIFTON HILL PRIMARY


CLIFTON HILL SHOT TOWER


ST JOHN THE BAPTIST CHURCH


THE GASOMETER HOTEL


EDINBURGH GARDENS


HODGKINSON STREET HOUSING


QUEENS PARADE



QUEENS PARADE RESIDENTIAL

1.6 EXISTING CONTEXT

The site is currently undergoing redevelopment, with structures and trees removed, and extensive remediation works recently undertaken. The Wurun Senior School to the intersection of George Street and Queens Parade has been recently completed.

Footpaths to the site generally lack pedestrian amenity with little to no street planting. The Valve House is the only remaining structure from the former gasworks operation.



1. HERITAGE VALVE HOUSE AT THE CORNER OF ALEXANDER PDE AND GEORGE ST



2. GEORGE ST FRONTAGE



3. THE NEW WURUN SENIOR CAMPUS AT THE CORNER OF QUEENS PDE AND GEORGE ST



4. OVERVIEW OF THE SITE LOOKING SOUTH ALONG THE PROPOSED GORE ST EXTENSION



5. AT THE CORNER OF THE SITE LOOKING TO THE WEST ALONG THE PROPOSED ACCESS ROAD



6. LOOKING TO THE VALVE HOUSE AND ALEXANDER PDE SHOWING THE SITE EXCAVATION



7. LOOKING SOUTH TO GORE ST, SHOWING LEVEL CHANGES



8. NORTH/WEST VIEW TO THE NEW WURUN SENIOR CAMPUS





9. HERITAGE VALVE HOUSE SHOWING EXTERNAL PIPE WORK AND RETAINED SURROUNDING LEVELS



10. INTERIOR OF THE VALVE HOUSE

1.7 AN EVOLVING SUBURB

The surrounding neighbourhood consists of a wide variety of built form and architectural styles with the predominate form consisting of fine grain heritage built form to two stories in height to the north of the site. Remanent warehouse and light industrial forms exist to the west, with the eastern areas consisting of a mingling of these typologies. Recently, residential developments have been completed at 416 and 450 Smith Street.

Approvals for large scale mixed use developments have been granted immediately adjacent to the site at 81-89 Queens Parade and at 592-600 Smith Street. These developments propose a variety of uses including hospitality, retail, including supermarkets and residential apartments.

Further afield 25-56 Queens Parade (The Palladian) has been granted a permit for three apartment buildings of up to 10 levels in height.

To the south, several large sites such as the Fry's Storage site are potentially available for redevelopment.

Within the precinct, the Wurun Senior Campus has recently been completed. A reference design for the adjacent Sports Court facility has been completed and is undergoing further development.

Within the Gasworks precinct Parcel B and C are currently under further development.



LEGEND



1. 25-56 QUEENS PARADE - THE PALLADIAN - APPROVED



2. 81-89 QUEENS PARADE - APPROVED



3. 592-600 SMITH STREET - THE FOUNDARY - APPROVED



4. 450 SMITH STEET - COMPLETED



7. FITZROY GASWORKS - ARTISTS IMPRESSION (FITZROY GASWORKS DEVELOPMENT PLAN)



5. WURUN SENIOR CAMPUS - COMPLETED



6. SPORTS COURT REFERENCE DESIGN - UNDER DEVELOPMENT



7. FITZROY GASWORKS - ARTISTS IMPRESSION (FITZROY GASWORKS DEVELOPMENT PLAN)



7. FITZROY GASWORKS - ARTISTS IMPRESSION (FITZROY GASWORKS DEVELOPMENT PLAN)



7. FITZROY GASWORKS - ARTISTS IMPRESSION (FITZROY GASWORK DEVELOPMENT PLAN)

1.8 NEIGHBOURHOOD DESTINATIONS

The site is located in a rich and fine-grain urban context, with a variety of building typologies and building heights in the surroundings areas. This is enhanced by the character of Smith Street and a number of 20th Century brick warehouses located close to the site. Clifton Hill Shot Tower, a significant brick industrial landmark is located along Alexandra Parade to the east and is easily visible from within the site.

Within an 800m walking radius, the site has four primary schools, and two senior campuses. The site is within easy walking distance of major parks such as Edinburgh and Darling Gardens. Reyes Park and Smith Street Reserve are located within a five minute walk of the site.

Fitzroy Pool is less than 400m from the site, with the Bargoonga Nganjin North Fitzroy Library located approximately 15 minutes to the north. The site is also within easy walking distance of the well-established shopping and hospitality neighbourhood centres of Smith Street, Brunswick Street, St Georges Road and Queens Parade.

Whilst the site has a rich range of destinations within walking distance, the immediate vicinity of the site is dominated by major roads, such as Alexandra Parade, creating a barrier for pedestrians.



NEIGHBOURHOOD DESTINATIONS

1.9 TRANSPORT CONNECTIONS

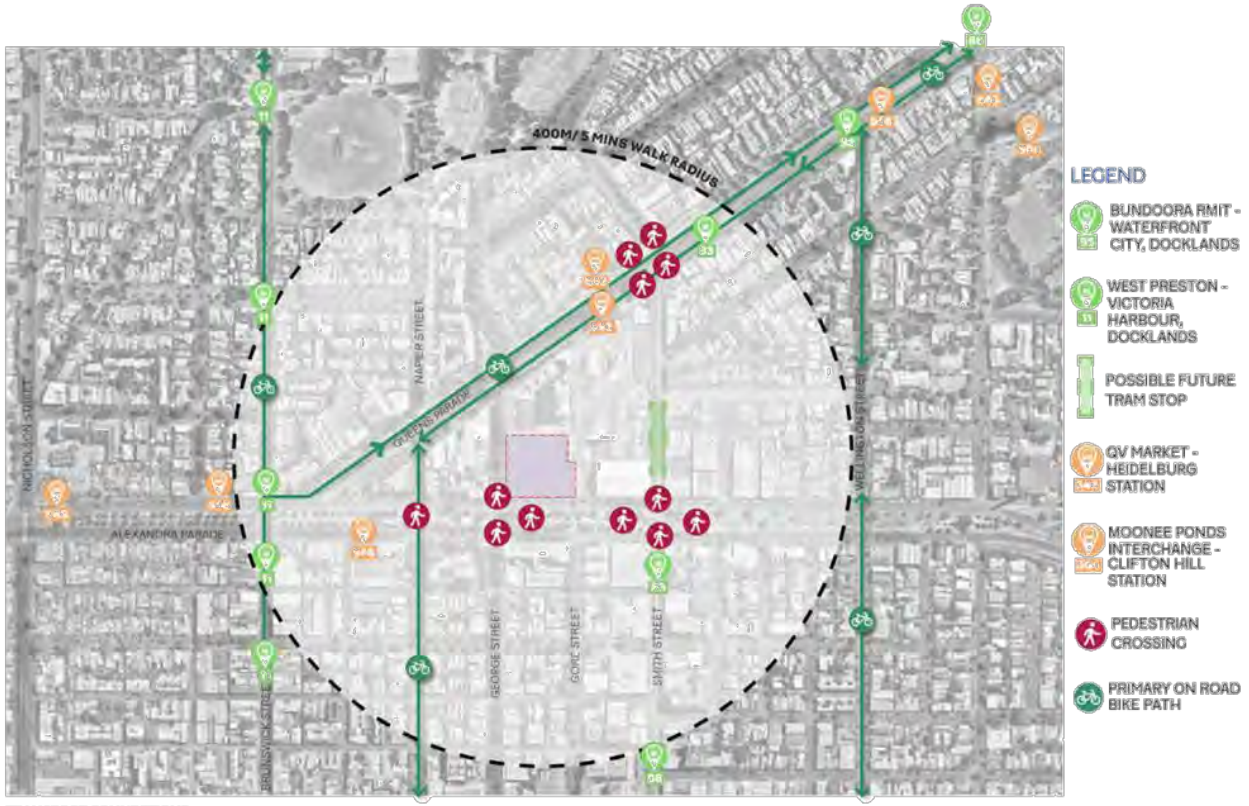
The site is well serviced by public transport with access to tram route 86 available on Smith Street and Queens Parade, with Queens Parade also being serviced by Bus route 546.

Cycle lanes currently exist adjacent to the site along Queens Parade to the North and Napier Street to the West.

Alexandra Parade is an important arterial road, connecting the Eastern Freeway to the city, as well as the Citylink Freeway.

For pedestrians, the Gasworks site is only a 30 minute walk from the Melbourne CBD.

A tram superstop is currently proposed to the eastern extent of the site on Smith Street.



TRANSPORT CONNECTIONS

1.10 SITE CONNECTIONS

Residential vehicular access to the basement carpark areas of Parcel A is confined to a single point located along Gore Street. The on grade loading dock for Building M is accessed from George Street via the Southern Access Road. This area is shared with Wurun Senior School.

The Building L loading dock is located within the basement and is accessed from Gore Street. This is capable of accepting vehicles up to 2.1m in height and is supplemented by a ground level; loading bay located 6m to the north of the new roundabout on Gore Street.

Cycle lanes currently exist adjacent to the precinct along Queens Parade to the north and Napier Street to the west. When completed, the Gore Street extension will connect directly to the Queens Parade cycle route.

Pedestrian access to the site from outside the precinct is available adjacent to the Valve House. Due to the site being subject to flooding, access at this location is via a DDA compliant ramp located on George street and a set of stairs immediately to the east of the Valve House on Alexandra Parade. A ramp adjacent to this set of stairs provides compliant access into Building L.

A diagonal pathway bisects the site and delivers pedestrians to the proposed communal heart of the precinct. To the immediate north of the site the Southern Access Road provides a connection between George Street and the northeastern corner of Parcel A.

The Development Plan for parcels B and C proposes similar built form to Parcel A with pedestrian priority zones supported by active ground uses. A new tram superstop is proposed on Smith Street to support the increase in population associated with the Gasworks and other adjacent developments.



SITE CONNECTIONS

1.11 VIEWS

Low levels views within the site are available to the internal courtyard space, the Gore Street extension and the associated green spine and to Alexandra Parade and the Fitzroy entertainment zone.

Prior to the development of Parcels B and C short low level views will be available towards Smith Street and the Clifton Hill Shot Tower. Upon completion views will be available to the northeast along the green pedestrian spine towards Hodgkinson Street.

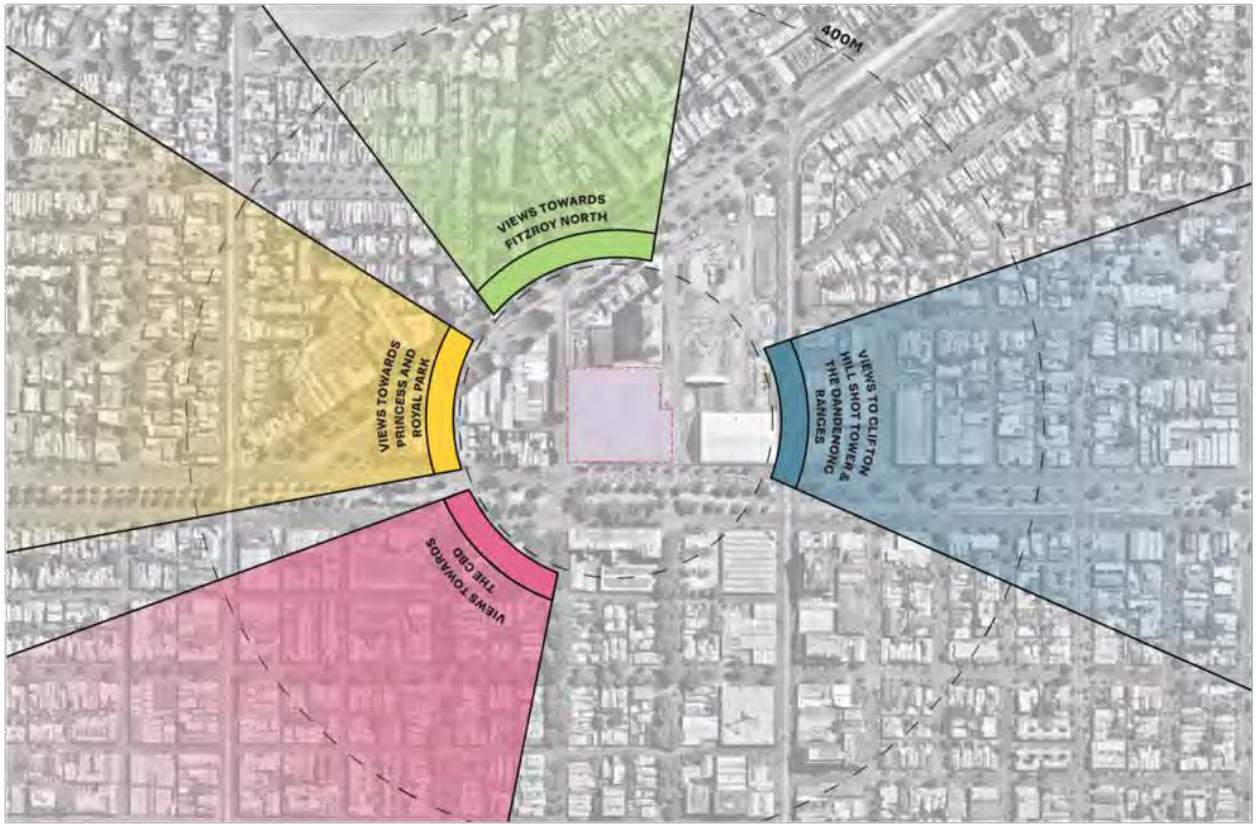
At high level the site is provided with uninterrupted views over Fitzroy and Carlton towards the CBD to the southwest.

Views of the Clifton Hill shot tower and the surrounding residential suburbs are available to the east with Yarra Bend Park and the Dandenong Ranges beyond.

The western outlook provides high level views over the surrounding suburbs towards Princes Park, Melbourne Cemetery and Royal Park.

Views over Wurun Senior Campus to the North are to Fitzroy North and Brunswick East and incorporate Edinburgh Gardens and its surrounds.

Rooftop communal areas have been located so as to take advantage of views with the level 9 communal garden to Building L having excellent views to the south and west. The communal garden to Building M is located to take advantage of the views to the west, south and east.



VIEW CORRIDORS

1.12 TRAFFIC, NOISE AND AMENITY

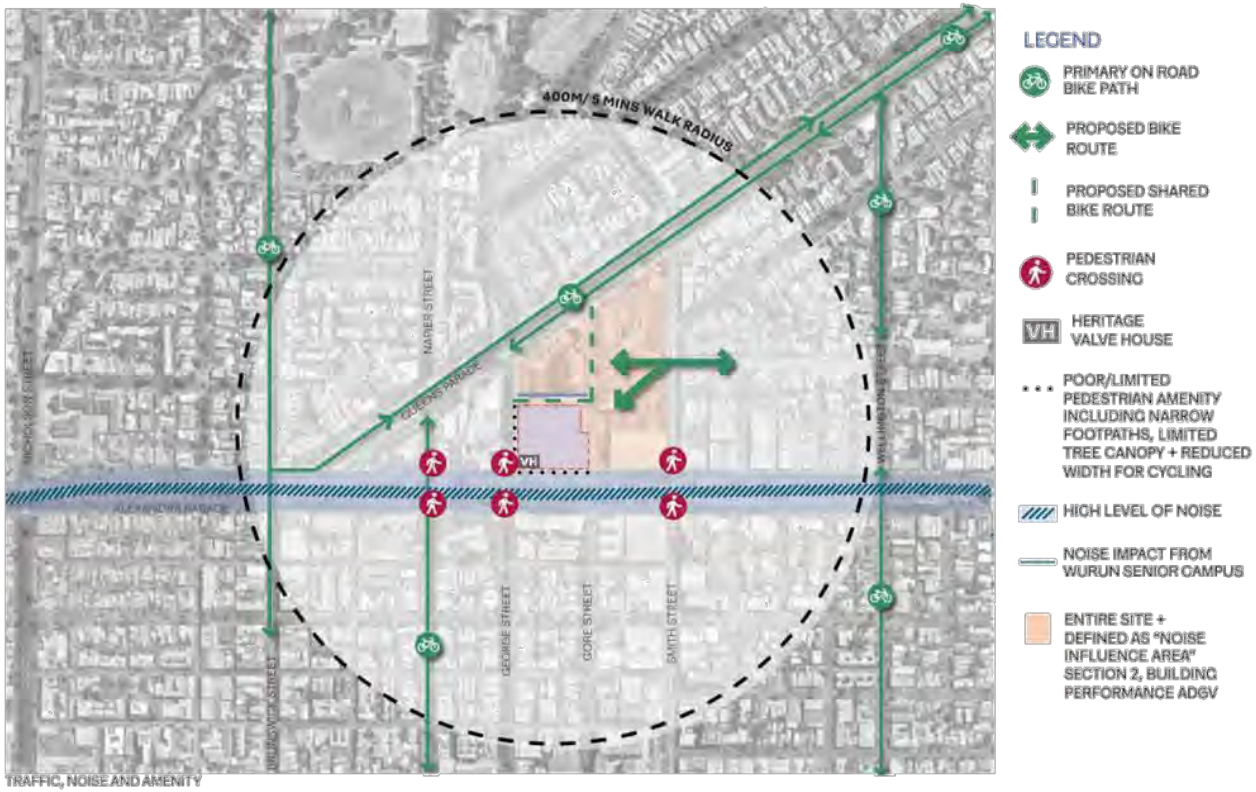
Parcel A is bounded by major roads to the west, George Street, and to the south, by Alexandra Parade. These streets are dominated by cars and provided with narrow footpaths, low amenity pedestrian crossings and minimal tree planting.

To the north, the parcel will be defined by the southern access road. This road provides access to Wurun Senior School loading areas before narrowing into a 9m wide access laneway at its eastern extent. To the east, the site will be defined by the Gore Street extension, a 20m wide tree lined easement that will provide vehicular, cycle and pedestrian access to the heart of the wider precinct.

As Alexandra Parade carries approximately 65,000 Annual Average Daily Traffic movements, the Better Apartment Design Standards define the site as being within a 'noise influence area' . This implies that noise abatement measures will be necessary to meet the following minimum requirements:

- → 35dB(A) for bedrooms, assessed as an LAeq over an 8 hour period from 10pm to 6am
- → 40dB(A) for living areas, assessed as an LAeq over a 16 hour period from 6am to 10pm

Stantec acoustic engineers have undertaken noise monitoring on site to inform building design requirements. For further information refer to the acoustic report that forms part of this submission.



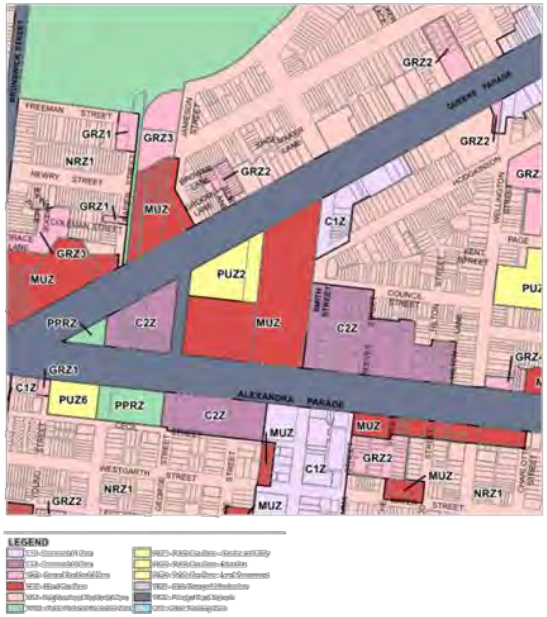
TRAFFIC, NOISE AND AMENITY

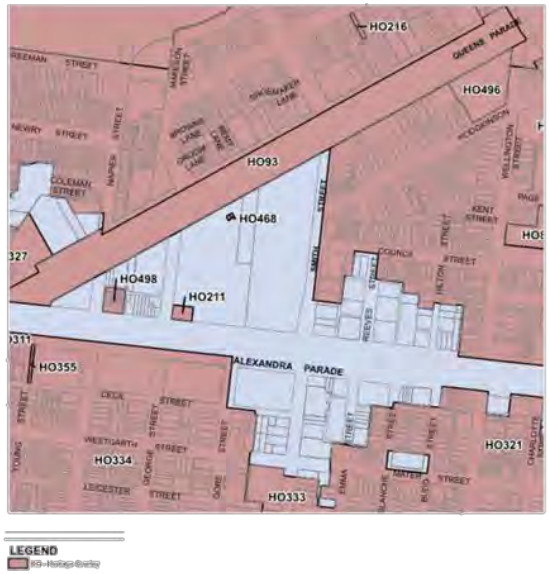


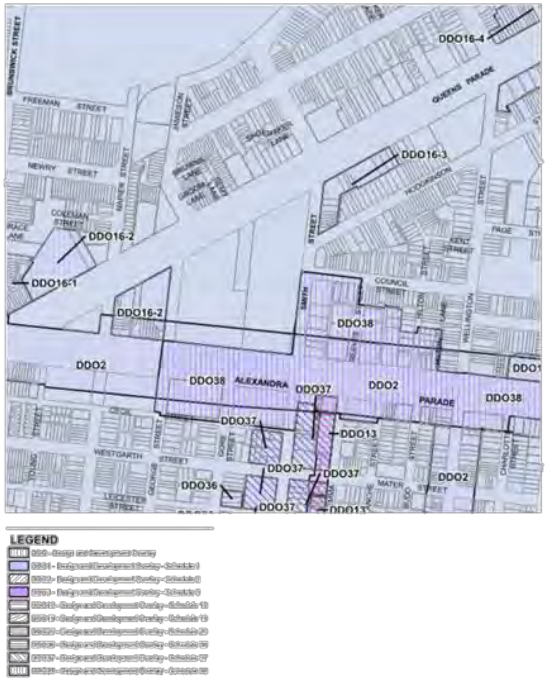
2.

THE PRECINCT

2.1 PLANNING ZONES







PLANNING INFORMATION

Parcel A sits within a Mixed Use Zone (MUZ) with a Public Use Zone (PUZ) located immediately to the North of the site.

The Mixed Use Zone allows for a range of residential, commercial, retail an other uses that complement the function of the site and in this case Wurun Senior School. In addition the zone allows for housing to be provided at higher densities than normal.

The zone encourages development that responds to and enhances the existing neighbourhood character.

HERITAGE OVERLAY

The Heritage Overlay seeks to conserve and enhance heritage places of natural or cultural significance and ensure that development does not adversely affect the significance of heritage places.

Schedule HO211 identifies the Former Fitzroy Gasworks Valve House and Store. Work is underway to update the Planning Scheme to remove reference to the "Store" (H2243) as this is no longer on the site.

DESIGN AND DEVELOPMENT OVERLAY

A Design and Development Overlay (DDO2) applies along the southern boundary of the site to Alexandra Parade. The overlay recognises the importance of main roads to the image of the City and to seeks to retain existing streetscapes and places of cultural heritage significance including the retention of historical buildings which contribute to their streetscapes identity.

2.1
PLANNING ZONES





ENVIRONMENTAL AUDIT OVERLAY

The Environmental Audit Overlay applies to the entire precinct. This overlay seeks to ensure that potentially contaminated land is suitable for a use. Site decontamination is currently underway, and will be completed prior to the development of any sensitive uses on site.

Remediation will require excavation and removal of soil to a depth of up to 10 metres in some areas of the site. Excavation are being conducted via a staged approach, across the entire site.

SPECIAL BUILDING OVERLAY

The Special Building Overlay applies to the Western and Southern boundaries of Parcel A. This overlay identifies land susceptible to inundation by overland flows from the urban drain system as determined by the floodplain management authority.

The overlay also ensures that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

In response to the Special Building Overlay (SBO) and in acknowledgement that Parcel A is susceptible to inundation from overland flows, we have set the building and landscape levels to ensure we provide the required freeboard, while also providing universal access to the full site ground plane.

2.1
PLANNING ZONES

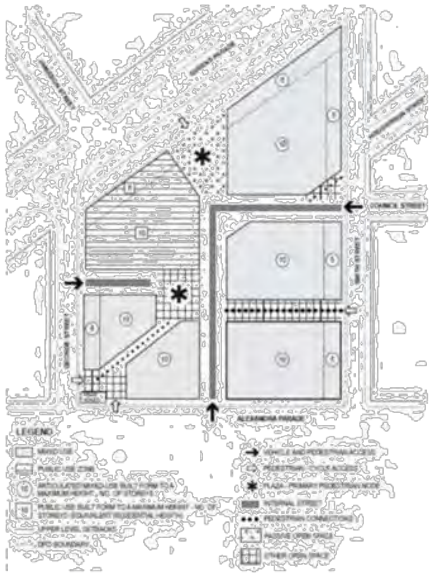
DEVELOPMENT PLAN OVERLAY | SCHEDULE 16

DPO16 has been prepared following an extensive community engagement process and provides direction on site layout and building massing for the various parcels within the Precinct. It also establishes the framework for the integrated use and development of the site. A more detailed Developments Plan is to be prepared that will ensure the Precinct and new development will:

- → Become a mixed use precinct comprising a variety of housing types, community facilities and public open space.
- → Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.
- → Create usable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.
- → Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods.
- → Provide a range of dwelling types to cater for a variety of housing needs including the provision of up to 20% of dwellings as Affordable Housing.
- → Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.
- → Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.



PRECINCT OVERVIEW FROM DEVELOPMENT PLAN



SCHEDULE 16 FROM DEVELOPMENT PLAN



BUILDING HEIGHTS FROM DEVELOPMENT PLAN

2.2 PLANNING ENVELOPE

PLANNING ENVELOPE

The design has adopted the intent of the Development Plan built form envelope. Following a detailed design review and analysis, minor adjustments have been agreed with Development Victoria and Urbis. These have been incorporated to enhance the appearance and functionality of the buildings, improve the response to the public realm and are reflect the intent of the Development Plan.

The planning envelope incorporates the following general conditions:

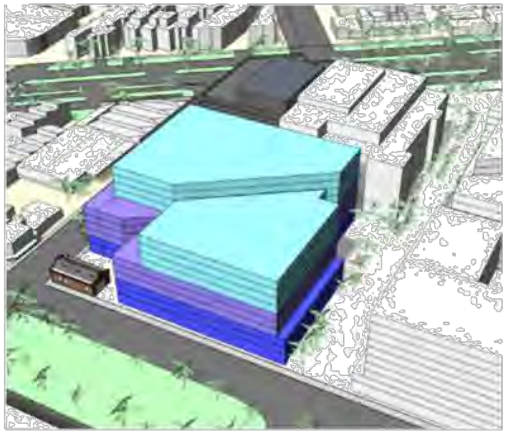
- → The height limit for the site has been set a maximum of 10 levels.
- → A 9m wide visual link running from the north- east corner of Parcel A to the Valve House bisects the site
- → An clear zone is maintained at the Valve House. Built form adjacent to this zone steps to 6 Levels in height and then increases to the full 10 levels in height.

The Table below outlines the height and setback controls.

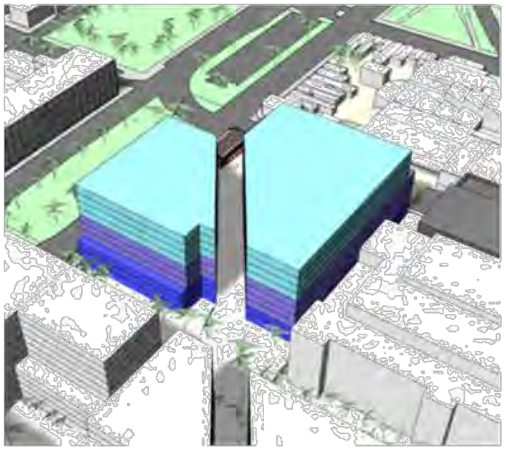
Street	Distance from Boundary	Maximum Height
Alexandra Parade	0-1m	Nil
	Greater than 1.0m	10 levels
George Street	0-2m	Nil
	Greater than 2m	10 levels
Southern Access Road	0	10 levels
Gore Street Easement	0-3m	2-3 Levels
	Greater than 3m	10 Levels
North Valve House	0-10m	Nil
	10-18m	6 Levels
	Greater than 15m	10 Levels
East Valve House	0-9m	Nil
	9-20m	6 Levels



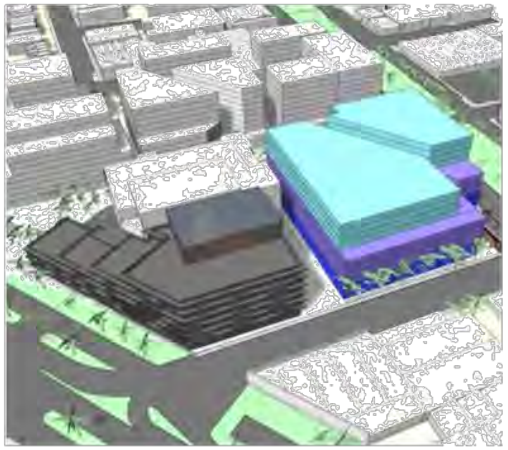
PLANNING ENVELOPE OVERVIEW



PLANNING ENVELOPE OVERVIEW



PLANNING ENVELOPE OVERVIEW



PLANNING ENVELOPE OVERVIEW

LEGEND

LEVELS 1-2 LEVELS 3-6 LEVELS 7-10



3.
PARCEL A

3.1 ARCHITECTURAL PRINCIPLES

The following principles have informed the development of the design for the project. These have been developed in conjunction with DP016 and the Development Plan which have provided direction regarding massing and layout.

CONTEXT

- → Integrate with the existing community via the creation of quality pedestrian and cycle links.
- → Respond to, enhance and improve the local amenity.
- → Acknowledge and respect the local built form and materiality.
- → Incorporate the site's rich history into the precinct fabric.

ACCESS

- → Create a pedestrian friendly neighbourhood.
- → Provide bike friendly routes and access.
- → Consolidate car parking and car parking access points.
- → Reduce reliance upon private vehicles.
- → Encourage pedestrian permeability throughout the site.
- → Ensure access is for all ages and abilities.
- → Provide high quality access points with clear sightlines.

PUBLIC REALM AND LANDSCAPE

- → Create a range of spaces that are inclusive for all.
- → Utilise courtyard forms to create a new heart for the project.
- → Maximise solar access.
- → Create places to play.
- → Maximise urban greening for public and private spaces.
- → Encourage dwelling within the site.
- → Create connections beyond the site.
- → Allow opportunities for learning.
- → Promote urban legibility

BUILT FORM AND USE

- → Provide a range of flexible spaces that appeal to all.
- → Create variety, in form and materiality.
- → Develop a coherent and identifiable precinct.
- → Produce permeable forms that encourage exploration.
- → Provoke engagement and delight.
- → Cultivate diversity and the unexpected.
- → Provide community infrastructure to service the local area.
- → Create flexible resident amenity.

SUSTAINABILITY

- → Maximise the potential for energy production onsite via the use of solar panels.
- → Maximise the building envelope's thermal and acoustic performance.
- → Minimise water usage.
- → Minimise waste and consolidate collection points.
- → Encourage walking, cycling and the use of public transport.
- → Avoid the creation of heat islands.



VIEW FROM GEORGE STREET AND ALEXANDRA PARADE INTERSECTION



VIEW FROM GORE STREET AND ALEXANDRA PARADE INTERSECTION

3.2 HERITAGE

FIRST PEOPLES ENGAGEMENT

First Peoples engagement has commenced with preliminary meetings being held with Aunty Gail Smith and Aunty Julieanne Axford. The consultant team is also meeting with Narrap to discuss landscaping for the site. This engagement will be ongoing throughout the project and will ensure that a First Peoples narrative is fully integrated into the project.

THE VALVE HOUSE

The Valve house is not currently included on the Victorian Heritage Register.

A Building Condition Report for the Valve House has been prepared by Trethowan Architecture. The report describes the Valve House as *'a simple red-brick building that is rectangular in plan, running east-west, with a slate gable roof. It is simply detailed, with brick pilasters on the northern elevation; corbels, parapets and oculus vents to the gable ends; corbel course along the eaves at north and south, and rendered base. Remaining arched openings along the north elevation are expressed with voussoirs, brick stringcourse and bluestone sills.'* The report goes on to note that there is *'a substantial amount of pipework and infrastructure remaining internally, and projecting through the north elevation and roof. This equipment relates to the former use of the building and is no longer functional.'*

The condition of the building is noted as degraded by weather, vegetation, bird droppings and graffiti vandalism and suggests that graffiti be cleaned from all elevations and the roof. Works will be required to address water ingress in the basement, roof drainage, animal ingress, general cleaning and structural stability.

A Preliminary Assessment has been completed by Lovell Chen Architects which confirms the advice provided by Trethowan Architecture. The current scope of works for Valve house consists of:

- Removal of hazardous waste.
- Making good the existing structure.
- Installation of infrastructure to allow for future retail use.
- Demolition of the nib wall on George Street immediately to the north of the Valve House.



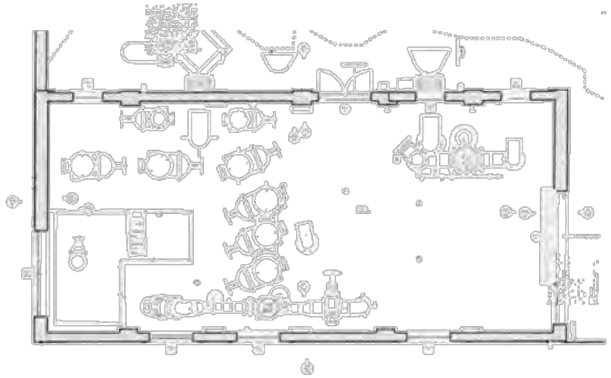
BUILDING CONDITION REPORT - TRETHOWAN ARCHITECTURE



PRELIMINARY ASSESSENT - LOVELL CHEN



FITZROY GASWORKS - VALVE HOUSE



VALVE HOUSE CONDITION REPORT - GROUND PLAN - TRETHOWAN ARCHITECTURE



VALVE HOUSE CONDITION REPORT - ELEVATION - TRETHOWAN ARCHITECTURE

3.3 LAND USE GROUND

PUBLIC REALM

The site layout has been informed by DP016 and the Development Plan. As per these documents the site is bisected by a diagonal landscape spine that runs from the north eastern corner of the site to the Valve House at the intersection of George Street and Alexandra Parade. This green spine expands into a large central courtyard space which provides entry points to Building L to the south and Building M to the north. Amenity, commercial office and food and beverage spaces are arrayed along this landscape spine to facilitate activation and surveillance. A DDA compliant ramp provides access to/from the existing street levels at George Street in the area adjacent to the Valve House. Colonnades at the ground level provide a total of 485m² of covered area for use by tenants and visitors.

The George Street footpath width is increased to allow for street tree planting to provide increased pedestrian amenity and visual privacy for the low level apartments facing on to the street.

BUILDING L

Building L addresses Alexandra Parade and Gore Street, with the internal facades facing on to the central courtyard space. The ground floor lobby provides a clear sense of 'coming home', where incidental social interaction, community building, and resident safety are all considered and encouraged. This is complimented by a variety of office and food and beverage tenancies looking on to the central courtyard, resident amenities at ground and upper levels and on site management and services as laid out below.

On site management provided at ground level includes:

- Meeting room and offices.
- Maintenance & cleaning store.

Resident amenity provided at ground level includes:

- Lobby.
- Commercial office and food and beverage tenancies.
- Mail and parcel management.

Service areas provided at ground level include:

- Bicycle Storage at the intersection of Gore Street and Alexandra Parade
- Waste room to serve four waste streams.

Access points at ground level include:

- Vehicular access to basement parking via Gore Street.
- Pedestrian access from Alexandra parade is via a covered DDA compliant ramp.
- Commercial office spaces can be accessed via the central courtyard and the Alexandra Parade ramp.
- The ground floor lobby can be accessed via the central courtyard and the Gore Street entry.

BUILDING M

Building M faces George Street to the west and the Southern Access Road to the north. The George Street frontage consists of residential apartments and garden areas. These are elevated from street level to provide privacy and to address flooding issues. Access to these apartments is available both from within the building and directly from George Street.

The Southern Access Road frontage consists of a service zone adjacent to the Wurun Senior Campus loading area and then transitions to residential apartments accessed from the lobby area.

The internal facade of Building M is veneered with residential amenity. A cafe is located at the north eastern corner of the Building and overlooks the main playground area. From this north-eastern edge of the site, one moves through the central courtyard space, passing the dining, co-work, lobby and gym facilities before arriving at the restored Valve House

On site management includes:

- Concierge desk.
- Building and front of house manager offices.
- Mail and parcel management.
- Staff end-of-trip, locker and break room facilities
- Maintenance & cleaning store.

Resident amenity provided at ground level includes:

- Gym.
- Lobby.
- Meeting Area.
- Co-working space.
- Dining.
- Cafe.

Service areas provided at ground level include:

- Residential loading dock
- Waste room to serve four waste streams.

Access points at ground level include:

- George Street access to individual ground level apartments.
- Loading dock access from the Southern Access Road.
- Lobby access from the central courtyard and the George Street entry



GEORGE STREET VALVE HOUSE ENTRY

3.3
LAND USE



KEY URBAN DESIGN + GROUND FLOOR USES

3.3
LAND USE
UPPER LEVELS

The mid levels typically consist of residential apartments and associated service zones as described below

BUILDING L

The mid levels of Building L provide a range of apartments which are accessed via a central services core. Apartment numbers vary by floor with the lower five levels having fifteen apartments. The L shaped form allows for each corridor leg to provide access to a maximum of eight apartments. Corridors run the full length of the built form and provide natural ventilation and daylight to the corridors.

The services core is located at the internal corner of the L form and incorporates two lifts, a four stream DDA accessible waste room, services cupboards and fire stairs.

DDA compliant apartments have been placed directly opposite the lift core and are adjacent to each other to allow for them to be combined into a 3 bedroom DDA compliant apartment if necessary.

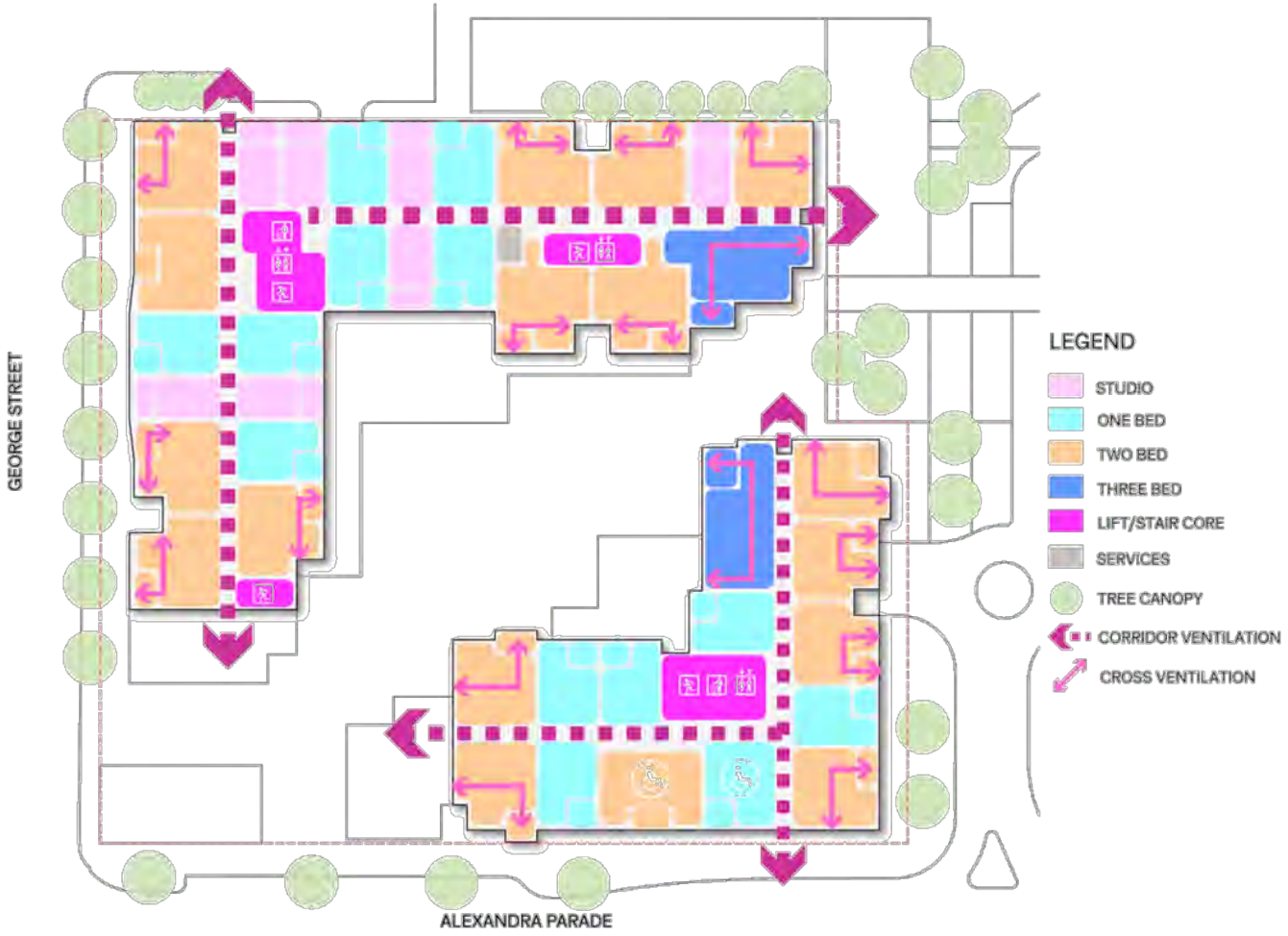
Floor to floor heights within the residential levels are 3200mm to ensure that all apartments within the building have DDA compliant access to balconies.

BUILDING M

The mid levels of Building M provide a range of apartments. which are accessed via two services cores. Apartment numbers vary by floor with the lower five levels having twenty-six apartments. In order to reduce the number of apartments accessed via each corridor the floor plate has been split in two at the elbow of the L. This allows for fourteen apartments to be accessed from the northern corridor and twelve apartments from the western corridor. Corridors run the full length of the built form and provide natural ventilation and daylight to the corridors.

Each services core incorporates two lifts, services cupboards and fire stairs, with the four stream DDA accessible waste room located at the elbow of the L and thus able to be accessed from both corridors.

Floor to floor heights within the residential levels are 3200mm.



KEY URBAN DESIGN + UPPER LEVEL USES

3.3
LAND USE
ROOFTOP LEVELS

The rooftops of both buildings incorporate external landscaped amenity areas that are accessed via the lift cores.

BUILDING L

The rooftop garden faces west and has extensive views towards Melbourne's CBD to the south, the central courtyard to the north and the surrounding suburbs to the west.

The adjacent services rooftop area that forms the eastern leg of the L shaped building is available for a 30 kW PV array for onsite power generation.

The garden area incorporates the following items:

- Community garden for food production.
- Tool shed, compost bins and water tank.
- Shade trees and arbour.
- Seating areas.
- Communal kitchen with a canopy of 60m².

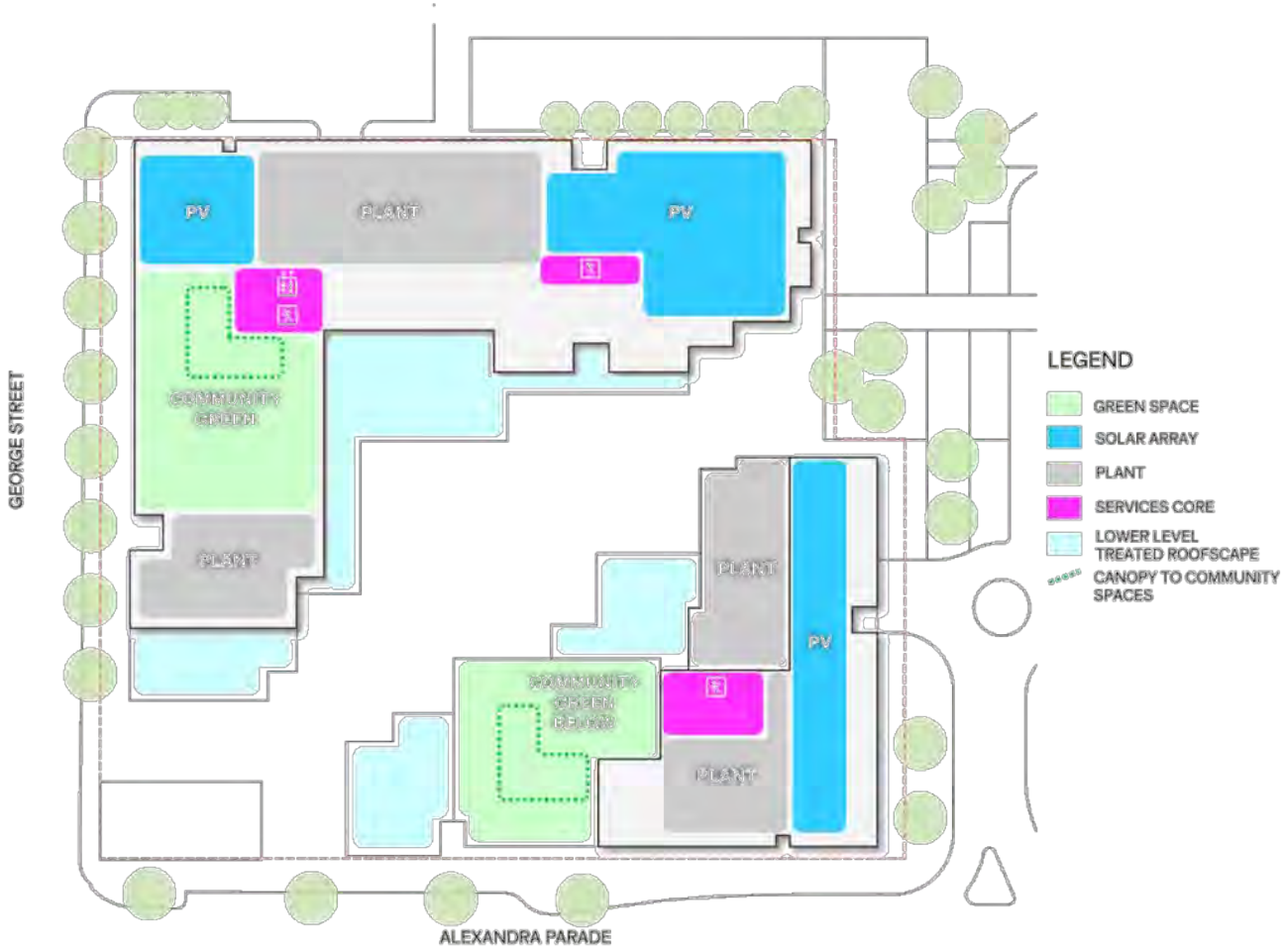
BUILDING M

The rooftop garden faces west and has extensive views towards Melbourne's CBD to the south, the central courtyard to the southeast and the surrounding suburbs to the west and north.

The southern and western extents of the rooftop are available for a 40kW PV array for onsite power generation.

The garden area incorporates the following items:

- Community garden for food production.
- Tool shed, compost bins and water tank.
- Shade trees and arbour.
- Seating areas.
- Communal kitchen with a canopy of 80m².
- Open space for yoga & fitness classes.



KEY URBAN DESIGN + ROOFTOP USES

3.4 ACCESS AND LOADING

Loading and access points to the site have been designed in accordance with the parameters set out in DP016 and the Development Plan.

A new extension to Gore street will provide vehicular access to the site. In the short term a turn around area will be provided at the northern extent of the street. Upon completion of the precinct this will be integrated into the one way street that will run diagonally through the precinct.

PEDESTRIAN ACCESS

The main public pedestrian entry points to the site from outside the precinct are located adjacent to the Valve House. A DDA compliant ramp from George Street leads pedestrians into the central courtyard and through the site to the play area located at the north eastern corner of the parcel. Access from Alexandra Parade is provided via a set of stairs located immediately to the east of the Valve House.

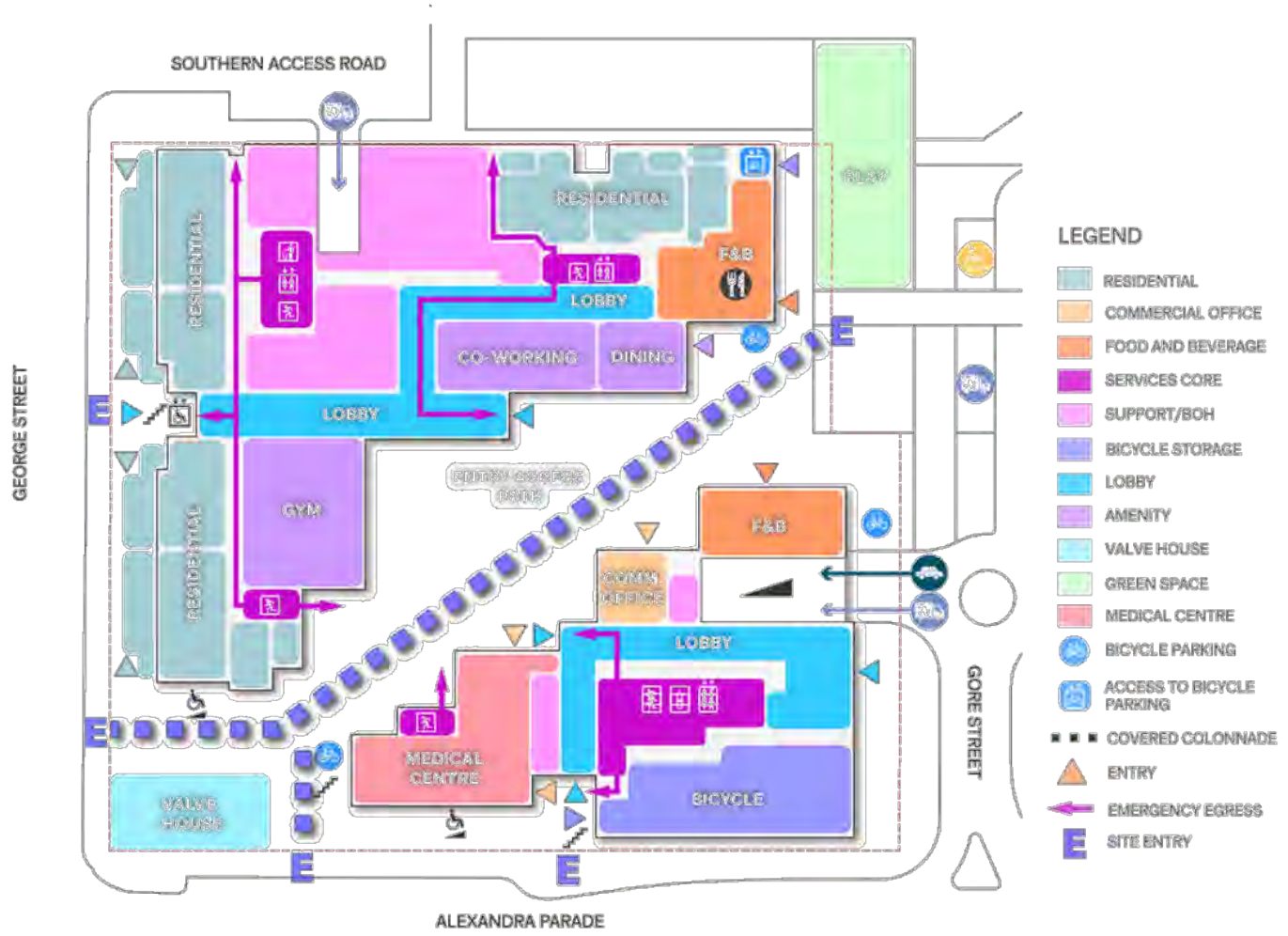
Building L is provided with three residential entry points of entry with the main access point for residential users located off Gore Street. Access is at grade and via an airlock into a generous, open lobby area that provides a direct connection to the central courtyard. An additional access point is provided for pedestrian accessing the building directly from Alexandra Parade, either via a DDA compliant ramp or a set of stairs.

Commercial office spaces within Building L can be accessed from either the central courtyard or via the ramp and stairs from Alexandra Parade. The north facing food and beverage space is accessed via a colonnade overlooking the play area immediately to the north.

Building M is provided two entry points, one located within the central courtyard which provides informal access to the lobby and resident amenity spaces and a more formal access point located off George Street.

Access for ground level apartments along George Street is available directly from George Street vis private entry stairs or from the internal lobby spaces.

The cafe located to the west of the play area can be accessed via a covered colonnade or via the internal lobby space. The dining area is provided with its own covered entry from the central courtyard as well as being accessible from the internal lobby.



GROUND LEVEL - ACCESS AND LOADING

3.4
ACCESS AND LOADING

BICYCLE ACCESS

Dedicated bicycle access points are provided for each building. Bicycle bays are sized as per Australian Standards requirements with both storage areas designed to accommodate recumbent, cargo and electric bicycles.

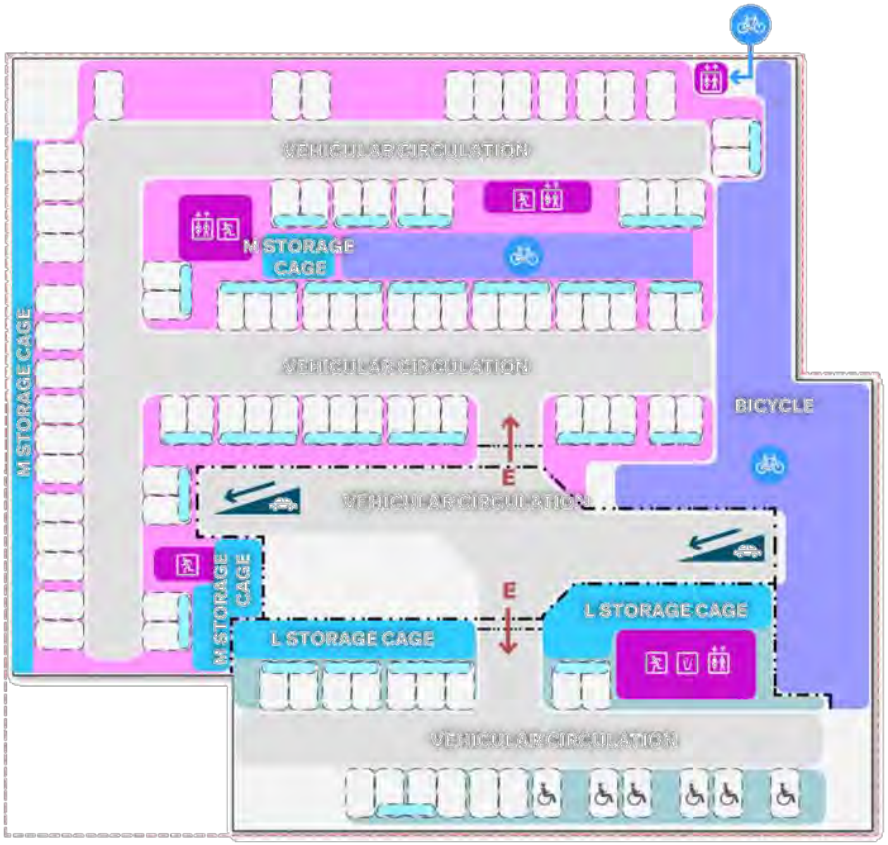
Bicycle parking for Building L is located at the ground level and is accessed via the DDA compliant ramp from Alexandra Parade or via an entry from Gore Street located adjacent to the residential lobby. The generous parking area provides for 180 bicycle bays. Locating these bays at ground level avoids potential clashes between bicycle users and vehicles and encourages bicycle use whilst also providing activation and visual interest to the street. A maintenance and workshop area is also provided within the area.

Bicycle parking for Building M is located at the upper basement level and is accessed via a dedicated lift located at the northeast corner of the building. This arrangement allows for the 480 bays to be accessed via the Southern Access Road or the Gore Street extension. The arrangement within the basement allows for cyclists to access the parking areas without having to cross any vehicular pathways thus avoiding any potential clashes with vehicles.

VEHICULAR ACCESS

Vehicular access to the basement car parking and storage areas for the site is provided via a ramp located off Gore Street.

Gated secure basement car parking is located over both basement levels and is divided via mesh fencing into dedicated areas for Building L and Building M, with each area being located adjacent to the relevant building lift lobbies.



BASEMENT UPPER - ACCESS AND LOADING

3.4
ACCESS AND LOADING

Building L is provided with 74, including 6 DDA compliant bays. 147 car bays area allocated to Building M with the basement also incorporating a dog and car wash area and 5 commercial bays at the lower basement level.

LOADING

Loading for building L is provided within the basement for vehicles up to 2.1m in height. For larger vehicles a street loading bay is provided on Gore Street to the north of the basement access ramp. An oversized lift car is provided to assist with furniture removal.

Loading for Building M is located in the service zone off George Street on the Southern Access Road. A fully enclosed loading dock is provided with lift access adjacent. As per Building L an oversized lift car is provided to assist with furniture removal.

STORAGE

Residential storage is provided within the basements in accordance with the Better Apartment Design Standards. Storage areas incorporate both storage cages and over bonnet storage.



BASEMENT LOWER - ACCESS AND LOADING

LEGEND

- BUILDING L ZONE
- BUILDING M ZONE
- COMMERCIAL ZONE
- SERVICES CORE
- VEHICULAR CIRCULATION
- CAR PARKING BAYS
- LOADING AREA
- DOG WASH / CAR WASH
- GATE ACCESS
- STORAGE
- OVER BONNET STORAGE
- SEPARATION WALL

3.5
PUBLIC REALM

The public relam has been designed to create a diverse range of distinct, individual spaces that are inclusive for all users, including tenants and visitors alike.

The primary public space consists of the central courtyard area which provides a greened central space connecting the Valve House to the sothwest and the proposed play area to the northeast of the site. This courtyard creates a new greened heart for the Parcel A and provides a variety of spaces designed to encourage dwelling and play

Public areas have been designed to maximise urban greening for public and private areas. These spaces create connections to the wider community beyond the site via clearly defined, highly legible urban pathways that allow visitors to easily access the precinct.

The ground plan supplies a generous 1366m^2 of communal open space with 485m^2 of covered area, with the majority of this area associated with the colonnade areas. These are located adjacent to building entrys and the food and beverage tenancies where they provide a sheltered external area for patrons and tenants.

A further 160m^2 of covered area is provided to the communal rooftop areas to provide weather protection throughout the year.

Further information regarding the various areas follows.



CENTRAL COURTYARD LOOKING TOWARDS VALVE HOUSE

3.5
PUBLIC REALM

CENTRAL COURTYARD

The central courtyard must accommodate public users passing through the space and act as a greened retreat for residents. This creates an inherent contradiction - is the space public or private?

In order to address this issue various landscape forms were considered. These needed to allow for pedestrian movement through the space to connect George Street to the community heart of the Precinct and accommodate two level changes whilst providing universal access for all. The introduction of steep ramped areas requiring handrails was to be avoided

These studies lead to the introduction of a curving form. This allowed for flexible ramp locations, allowed the form to respond to the adjacent building forms and allowed for the creation of a range of spaces able to be individually programmed, for a wide range of activities such as informal markets, or events associated Parcel A or the wider precinct.

Key items in the landscape include a serpentine arbour, relaxed paths, sloped lawn and the creation of deep soil areas across most of the plaza space.

The arbour provides an opportunity for overhead greening, lighting, art and heritage interpretation whilst also acting as a wayfinding tool.

The path system allows for both direct and meandering movement, catering to local and neighborhood connection.

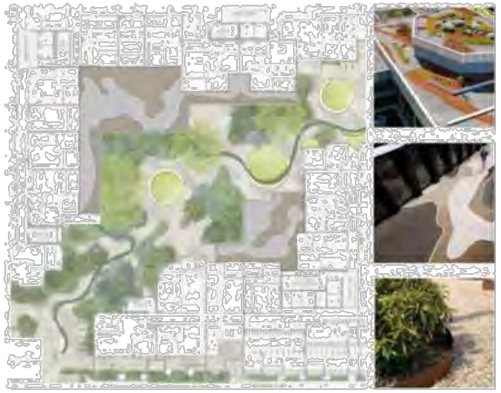
Ground plane materials respond to the facade treatments and allow for further definition of landscaped spaces.



CENTRAL COURTYARD - VIEW FROM VALVE HOUSE



CENTRAL COURTYARD



LANDSCAPE PLAN

3.5
PUBLIC REALM

GEORGE STREET

The current arrangement of George Street is hostile to pedestrians. The narrow footpath, currently 1.8m in width, incorporates street lighting located at the rear of the footpath which forces pedestrians towards the heavily trafficked road. A lack of tree planting within the area further reduces pedestrian amenity.

To address these issues the project proposes the following:

- Introduction of street tree planting.
- Built form to be set back 3.5m from the boundary
- Footpath to be widened to 2.8m
- Introduction of raised courtyard areas to the ground level apartments set approximately 1m above the street level to provide privacy for residents. Access to courtyards to be provided from George Street
- Introduction of an at grade planting zone adjacent to the footpath to soften the environment.
- Introduction of a significant building entry to George Street to provide a clearly defined address for Building M.
- Creation of a DDA compliant entry ramp to the central courtyard in the area adjacent to Valve House.

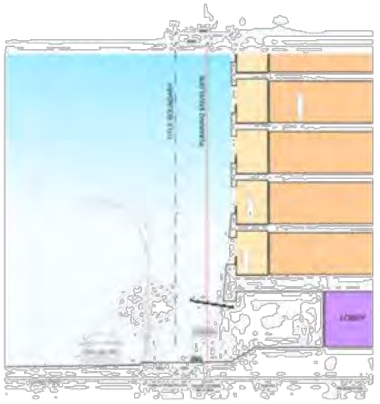
This arrangement will provide a pedestrian friendly environment at street level, with the ground floor residential apartments providing street activation and passive surveillance to the street.



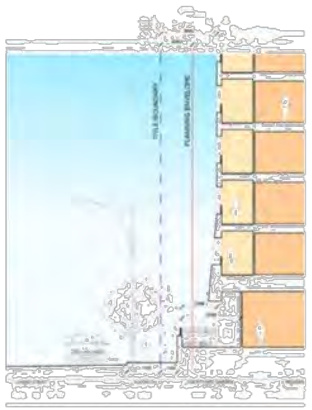
GEORGE STREET VALVE HOUSE ENTRY



GEORGE STREET VIEW



GEORGE STREET SECTION



GEORGE STREET SECTION

3.5
PUBLIC REALM

ALEXANDRA PARADE

The current arrangement of Alexandra Parade presents a traditional Boulevard type experience. Street Trees provide shade for pedestrians, whilst a 2.7m wide footpath provides adequate space for users. A line of car bays provides a buffer to the two east bound lanes of traffic adjacent with the central median providing a greened outlook to the south.

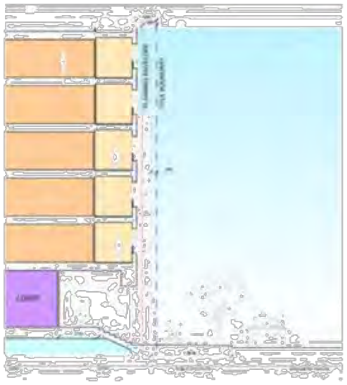
In order to enhance the pedestrian experience in the area and encourage increased pedestrian use the following alterations to the current arrangement are proposed:

- As Gore Street will become the major vehicular access point to the precinct a deceleration lane is proposed.
- Where possible street parking will be retained to provide a buffer for pedestrians.
- The built form is set back 1m from the boundary to allow for an increase in footpath width. The set back reduces to 0.4m adjacent to Gore Street in order to provide articulation to the facade and address flooding issues.
- A series of steps is provided adjacent to the Valve House to allow for access to the central courtyard.
- Commercial office space is provided to western the extent of Alexandra Parade to promote activation.
- A 180 bay bicycle storage area and workshop is proposed at the eastern extent to provide 24 hour activation.
- A DDA compliant ramp springs from the Valve House entry and provides access to the commercial office space and the bicycle storage area. This ramp is enclosed in a colonnade to provide weather protection and to address the formal boulevard.
- The lower level colonnade extends to the full length of the Alexandra Parade Facade.
- Planting within the colonnade area is proposed in order to soften the user experience.

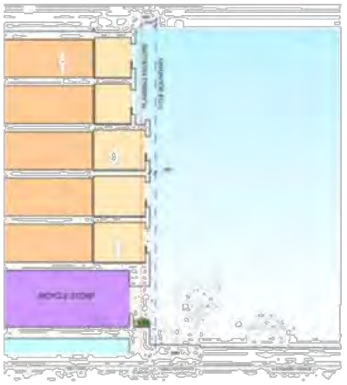
This arrangement will provide an enhanced pedestrian experience that introduces human scale elements whilst responding to and respecting the Alexandra Parade boulevard.



ALEXANDRA PARADE ENTRY



ALEXANDRA PARADE ENTRY SECTION



ALEXANDRA PARADE SECTION



ALEXANDRA PARADE VALVE HOUSE ENTRY

3.5
PUBLIC REALM

GORE STREET

Gore Street will form the new vehicular entry point for the entire precinct. The nature of the street changes from the highly trafficked at the southern extent to a pedestrian friendly zone within a relatively short space.

Pedestrian and user amenity along Gore street is provided by:

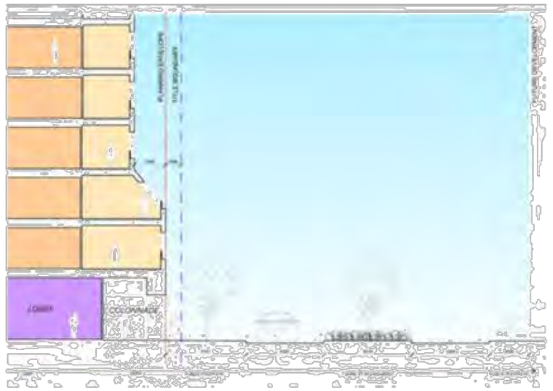
- A generous architectural colonnade provides cover to the extent of the street and provides a clearly delineated route for pedestrians thus minimizing the opportunity for vehicular related incidents.
- Street planting is proposed to the length of the street.
- Street activation at the corner of Gore Street and Alexandra Parade is addressed via a generous bicycle storage space that is framed by the architectural colonnade.
- Immediately to the north of the bicycle storage a generous residential entry provides access to the building lift lobby and views through to the central courtyard.
- Vehicular access is provided off Gore Street into the basement areas via a clearly defined access ramp.
- Visual interest is provided by facade articulation that varies in height in accordance with the suggested treatments in the Development Plan.
- A north facing food and beverage tenancy overlooks the communal open space at the northern most extent of the Building L colonnade.
- At the termination of Gore Street the central courtyard space merges with the community open space, with the colonnade providing an amenable interface between the two areas.



GORE STREET



GORE STREET



GORE STREET SECTION

3.5
PUBLIC REALM

SOUTHERN ACCESS ROAD

The Southern Access Road is a new road that runs east west and connects George Street to the central green spine at Gore Street.

As per the DP016 and the Development Plan a services area for Wurun Senior Campus, the proposed Sports Courts and Parcel A has been created in the area immediately adjacent to George Street in order to minimise the extent of services required elsewhere within the precinct. While the Development Plan showed a narrowing of the road in the area adjacent to the Sports Courts this has been revised to a consistent width of in excess of 15m with the landscape treatment transitioning from the service area to a pedestrian friendly zone incorporating tree planting and landscaping adjacent to the sports courts. Access for emergency vehicles is maintained for the entire length of the street.

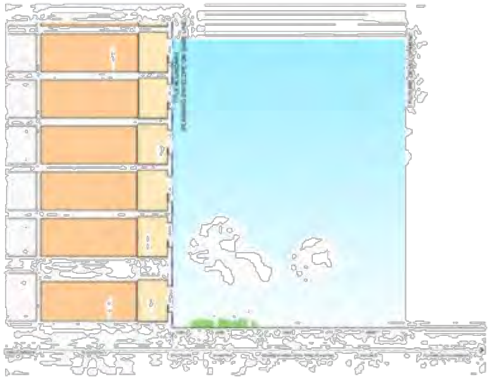
The built form of the Wurun Senior Campus and the Sports courts rise to approximately 30m in height for the entire length of the road with a colonnade proposed along the eastern extent of the Sports Courts.

Further pedestrian amenity within the area is provided by:

- Street activation at the corner of George Street and the Southern Access Road is provided by a street level apartment with a George street facing courtyard.
- The loading dock and adjacent service area facades are matched to the adjacent facade areas. The dock is able to be closed to minimise the visual impact with the dock doors clad as per the adjacent facade.
- Ground Level apartments raised above the adjacent street level are proposed in the area adjacent to the Sports Courts. This provides ground level activation and visual surveillance to the road.
- A bicycle lift is located at the eastern extent of the road to provide access to the basement storage areas of Building M and ensure street level activation.
- Residential apartments at level 1 and above run the entire length of the road to provide passive surveillance of the street.



SOUTHERN ACCESS ROAD FROM GORE STREET



SOUTHERN ACCESS ROAD SECTION



3.6 BUILT FORM

The proposed built form is in generally in accordance with the setbacks in the Development Plan. Variations in the planning envelope occur at the following locations along George Street:

- The lower level setback of 2m has been increased to 3.5m accommodate an increased footpath width and raised garden areas for the residential apartments at George Street.

Other minor adjustments have been made north of the Valve House as follows:

- Ground level setback decreased from 9m to 8m
- Upper level setback decreased from 18m to 15m.

Given the floor to floor heights of 3200mm required to achieve DDA access to balconies the overall height of the development, whilst remaining 10 levels, exceeds the 33m laid out in the Development Plan.

George Street variations specifically address concerns regarding increased pedestrian amenity and avoiding podium built form as per the Development Plan.

The alterations associated with the Valve House meet the design intent as the stepped built form and view corridor towards the Valve house are maintained without any negative impact to the primacy of the Valve House.

Minor encroachments into the setback have been incorporated into the Alexandra Parade and Gore Street facades to allow for facade articulation along these significant facades.

SITE FORM

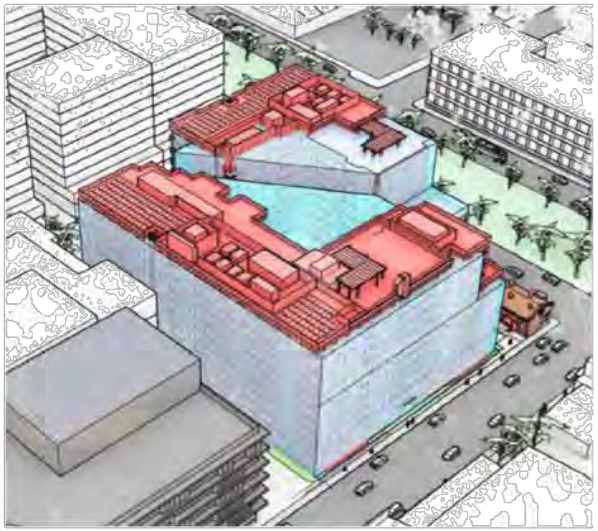
The combination of the 9m wide diagonal view corridor and the requirement for a central courtyard has resulted in two L shaped buildings, Building L in the southwestern corner of the site at the intersection of Gore Street and Alexandra Parade and Building M in the northwest corner of the parcel adjacent to Wurun Senior Campus. Within the built form apartments have been stacked vertically to minimise structural and services transfers within the project. Corridors run the full length of the buildings to allow for daylight and natural ventilation.



BUILT FORM WITH PLANNING ENVELOPE - VIEW FROM SOUTH WEST



BUILT FORM WITH PLANNING ENVELOPE - VIEW FROM SOUTH EAST



BUILT FORM WITH PLANNING ENVELOPE - VIEW FROM NORTH WEST



BUILT FORM WITH PLANNING ENVELOPE - VIEW FROM NORTH EAST

LEGEND

BUILT FORM | PLANNING ENVELOPE

3.6
BUILT FORM

BUILDING L

Building L rises to an overall height of ten levels with the lift over run and screened services continuing above the upper most level.

The built form has been set back 1m from Alexandra Parade as per the Development Plan. This allows for increased pedestrian amenity along this highly trafficked frontage. A colonnade containing DDA access the building runs the length of the facade and contributes to the formal boulevard.

The building rises from five levels adjacent to the Valve House to ten levels at the intersection of Gore Street and Alexandra Parade with an intermediate step at 9 levels. This section is capped with residential amenity including a food production garden, covered kitchen and various seating zones and is accessed via the adjacent lift core. A set down area is provided for screened plant to minimise its visual impact on the street.

The facade is articulated via vertical cuts that assist with daylight penetration and cross ventilation and serve to break down the mass of the building. In order to further break down the mass facade articulation reminiscent of the original industrial forms has been introduced along Alexandra Parade and Gore Street.

To the east the built form is set back from Gore Street as per the Development Plan with the site carpark entry located off Gore Street. The built form over rises to 10 levels and consists of stacked residential apartments with the visual bulk of the building diminished by vertical recesses within the facade. Further articulation has also been introduced at the northern extent of the Gore Street facade.

This section of the building overlooks the landscaped communal heart. In order to resolve overlooking issues associated with the proximity of Building L and M in this location the apartments have been designed to ensure that living rooms and bedrooms are orientated to avoid views of adjacent apartments.



MASSING MODEL OVERVIEW FROM SOUTH EAST

3.6
BUILT FORM

The internal courtyard facing facades of Building L are articulated in response to the diagonal view corridor that bisects the site. This provides visual interest and assists in reducing the visual mass of the building. This effect is more pronounced at ground level where the ground floor commercial office spaces create a one level landscaped podium that spills into the central courtyard. This provides visual interest at ground with a patterned roof treatment to the areas also providing additional visual interest for tenants with courtyard facing apartments. The main building core has been placed at the internal elbow of the L to avoid corner apartments looking on to each other. This location also ensures that any unsightly core walls are not exposed to view.

Rooftop amenity is provided at level nine of Building L. This generous area has views towards the CBD to the south, the internal courtyard to the north and the surrounding suburbs to the west and incorporates a food production garden, a covered kitchen and various seating areas. High balustrades (1.8m) are provided for safety with the uppermost section being capped with glazing to maintain views. A 30 kW solar array is proposed to the ten level north south section of the building.



OVERVIEW FROM SOUTH EAST



MASSING MODEL OVERVIEW FROM NORTH EAST



OVERVIEW FROM NORTH EAST

3.6
BUILT FORM

BUILDING M

As per Building L, Building M rises to an overall height of ten levels with the lift over run and screened services continuing above the upper most level.

The built form has been set back 3.5m from George Street to allow for the pedestrian footpath to be widened and tree planting installed in order to increase pedestrian amenity. Ground floor residential apartments facing on to George Street are veneered with a set of raised gardens which can be directly accessed from the street via individual stairs. This arrangement also provides human scale to the street.

This facade incorporates vertical recesses to assist with daylight penetration and cross ventilation. These also serve to minimise the visual bulk of the building. This is supplemented by the stepped form at the Southern extent of the facade adjacent to the Valve House where the building steps from six levels to ten levels. Further articulation is provided by a series of extruded balconies to level five.

To the north the built form abuts the Southern Access Road. At ground level residential apartments with balconies are proposed in the area adjacent to the sports courts. These are raised above the road level in order to address flooding within the area and also serve to introduce human scale into the road. As per George Street indentations within the facade allow the creation of visually separate forms.

At the northeastern boundary the built form abuts the 300m² community park area. A cafe at ground level overlooks the area with residential apartments located above.

The internal courtyard facing facades of Building M are articulated to provide further visual interest and supplement cross ventilation within the apartments. The main building core has been placed at the internal elbow of the L to avoid corner apartments overlooking each other and to avoid exposing the core walls to public view. Residential apartments at level 1 overlook a landscaped roof to the amenities area below as per the podium to Building L. This area veneers the courtyard with activity ensuring that the courtyard is surveilled at all times.

The western edge of the rooftop is provided with further residential amenity including a food production garden, a covered kitchen and various seating areas. A 40kW solar array is proposed for the rest of the rooftop area.



MASSING MODEL OVERVIEW FROM SOUTH WEST



MASSING MODEL GEORGE STREET OVERVIEW



GEORGE STREET OVERVIEW

3.7 SHADOW DIAGRAMS

Where possible building forms have been located to minimise overshadowing of adjacent built forms, the central courtyard and its associated access points, the Valve House and its immediate surrounds.

Dwelling spaces have been located to maximise sunlight access. Private dwelling spaces have been located on rooftops, with the communal dwelling space at grade located in the northeast corner of the site adjacent to the Gore Street extension.

Existing residences to the west on Alexandra Parade will be overshadowed by the approved development at 81-89 Queens Parade as seen in the diagram adjacent.

The Rooftop communal areas provided to both buildings incorporate canopy areas to provide solar protection when required. The canopies have been located and sized to ensure that over 50% of the communal outdoor space receives a minium of two hours of sunlight between 9am and 3pm on 21 June as required by Standard D8 of Clause 58 of the Planning Scheme.

Refer to the adjacent diagrams for further detail outlining the shadows cast by the proposed built form at the equinox. Studies at the winter and summer solstices follow.

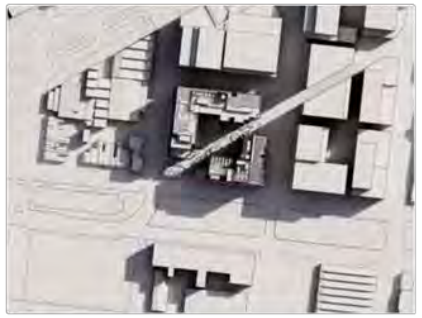


81-89 QUEENS PARADE SUN-STUDY, EQUINOX, 9am

EXISTING BUILT FORM SHADOW

81 QUEENS PARADE SHADOW

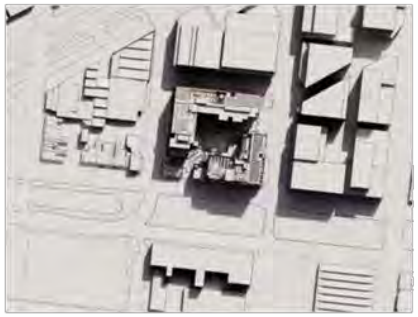
PARCEL A SHADOW



SUN-STUDY, EQUINOX, 9am



SUN-STUDY, EQUINOX, 10am



SUN-STUDY, EQUINOX, 11am



SUN-STUDY, EQUINOX, 12pm



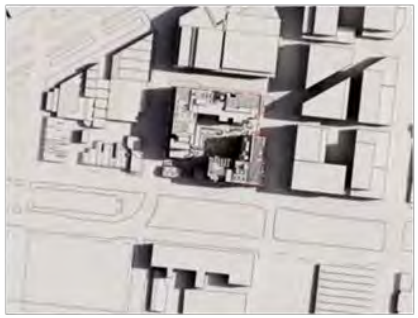
SUN-STUDY, EQUINOX, 1pm



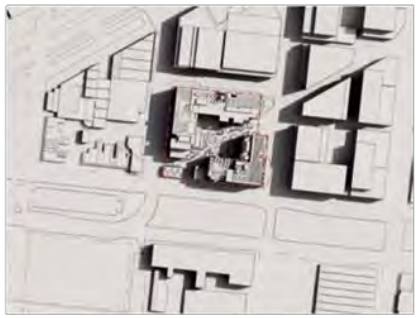
SUN-STUDY, EQUINOX, 2pm



SUN-STUDY, EQUINOX, 3pm



SUN-STUDY, SUMMER SOLSTICE, 9am



SUN-STUDY, SUMMER SOLSTICE, 10am



SUN-STUDY, SUMMER SOLSTICE, 11am



SUN-STUDY, SUMMER SOLSTICE, 12pm



SUN-STUDY, SUMMER SOLSTICE, 1pm



SUN-STUDY, SUMMER SOLSTICE, 2pm



SUN-STUDY, SUMMER SOLSTICE, 3pm


SUN-STUDY, WINTER SOLSTICE, 9am


SUN-STUDY, WINTER SOLSTICE, 10am


SUN-STUDY, WINTER SOLSTICE, 11am


SUN-STUDY, WINTER SOLSTICE, 12pm


SUN-STUDY, WINTER SOLSTICE, 1pm


SUN-STUDY, WINTER SOLSTICE, 2pm


SUN-STUDY, WINTER SOLSTICE, 3pm

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3.8 SUSTAINABILITY

The project delivers best practice with the following outcomes:

- Building L will achieve 7 star NatHERS rating
- Building M will achieve 7.5 star NatHERS rating
- Facade to minimize thermal bridging and increase airtightness.
- Apartments to be provided with operable windows to reduce reliance on air conditioning systems
- All electric fuel sources - no natural gas

WATER CONSERVATION

The project is targeting a 30% reduction in water usage via adoption of the following strategies

- Fitting and fixtures to be within one star of Water Efficiency Labelling Scheme (WELS) rating of best available.
- Adopt water sensitive urban design best practice including use of permeable paving and drought tolerant species.
- Rainwater tanks to harvest rainwater for non-potable water use including irrigation and toilet flushing.

WASTE MANAGEMENT

To minimise the amount of waste sent to landfill the project will:

- Adopt a four waste chute system for residential apartments - general waste, recycling, glass waste and organics.
- Within the waste room provision will be made for general waste, organics, recycling, glass, e-waste, hard waste and charity.
- A shared waste storage area for large hard waste items will be provided within the basement.

LANDSCAPE

The project will incorporate:

- Productive food gardens are provided to the roof top areas of both buildings.
- The use of native and local flora species to the public realm - consultation with Narrap regarding planting has commenced.
- The use of permeable pavements to selected areas.
- Deep planting to courtyard areas.
- At least 50% of the total project site area will be either vegetation, low absorbance roof finishes or hardscaping shaded by vegetation or built form.

TRANSPORT

The project promotes walking, cycling and the use of public transport. This is achieved by:

- Providing two bicycle parking spaces per dwelling for building M and 1.5 spaces per dwelling for Building L. This is a considerable increase over the minimum code requirements and sets a new standard for residential developments.
- Bicycle parking provides for electric and cargo bikes.
- Bicycle parking is provided throughout the public realm to encourage visitor bicycle use.
- A new tram stop is proposed to Smith Street to serve the development.
- The public realm is designed to maximise pedestrian amenity with clearly defined safe pedestrian routes throughout the precinct.
- The George Street footpath is widened with street tree planting proposed.
- Provision for EV charging within the basement parking areas.



BICYCLE STORAGE



ROOFTOP FOOD PRODUCTION



CHARGING STATION



HEAT MAPPING OF MELBOURNE STREET



WASTE CHUTE SYSTEM



WASTE ROOM

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3.9 UNIVERSAL ACCESS

Universal Design allows everyone, to the greatest extent possible, and regardless of age or disability, to use buildings, transport, products and services without the need for specialised or adapted features. It helps to provide more inclusive facilities than relying on minimum standards prescribed in building codes.

DESIGN PRINCIPLES

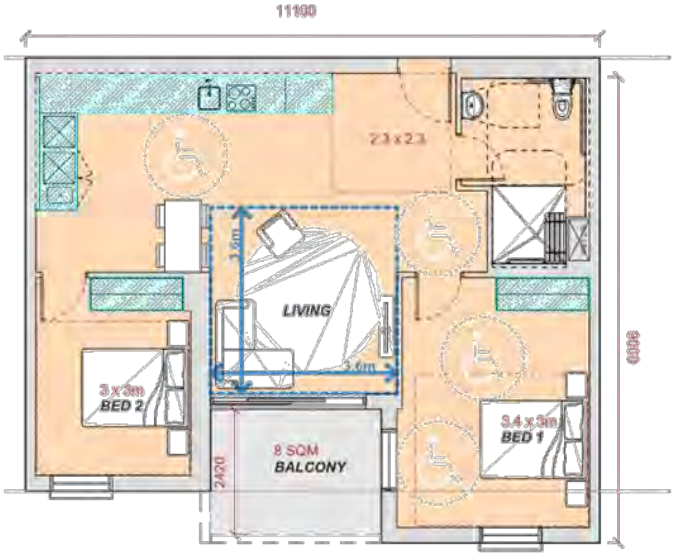
The following principles form the basis of the successful Universal Design:

- Equitable Use - The design encapsulates the needs of the whole community without disadvantaging or stigmatising any one individual or group e.g. encompasses diversity and inclusion.
- Flexibility in Use - The design accommodates a wide range of individual preferences and abilities e.g. different event modes
- Simple and Intuitive Use - Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level e.g. seamless and predictable movement
- Perceptible Information - The design communicates necessary information effectively to the user, regardless of the ambient conditions or the user's sensory abilities e.g. new wayfinding technologies such as "Blind Square"
- Tolerance for Error - The design minimises hazards and the adverse consequences do accidental or unintended actions e.g. the primary pathway is the accessible pathway for all
- Low Physical Effort - The design can be used efficiently and comfortably with a minimum of fatigue e.g. large vertical rises have lifts and / or rest hubs along extensive pathways
- Size and Space for Approach and Use - Appropriate size and space is provided for approach, reach, manipulation and use regardless of the user's body size, posture, or mobility.

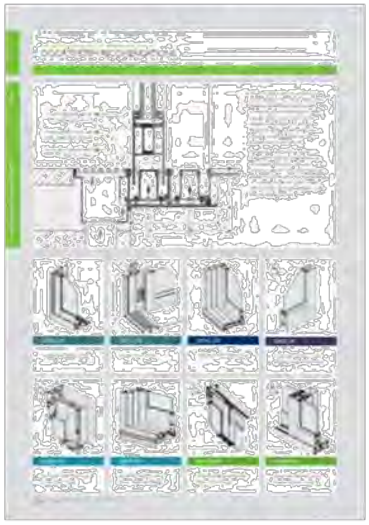
FEATURES

The development incorporates the following features:

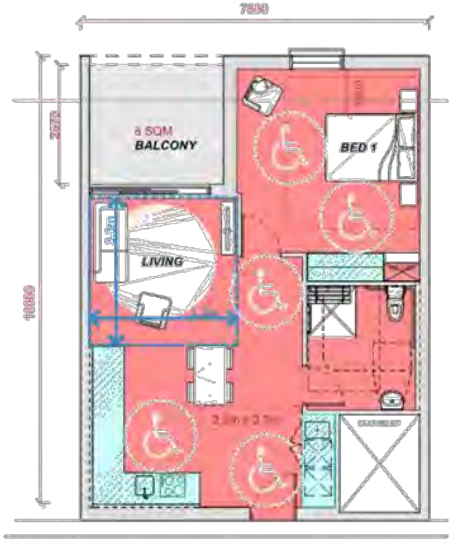
- All apartments are fully compliant with Liveable Housing Australia (LHA) Silver Level housing requirements.
- 5% of apartments are LHA Gold or Specialist Disability Accommodation (SDA) accessible Design standard. The two bed and one bed apartments are collocated to allow for the creation of a three bedroom compliant apartment if required.
- Accessible drop off on Gore Street with direct access and line of sight to the entry.
- Fully accessible balcony access to all apartments
- Undercover car parking with appropriate heights and clearances.
- Bicycle parking that considers bikes such as recumbent and handcycles.
- Accessibility to all entrances and seamless movement through the podium gardens.
- Continuous accessible path of travel to retail, commercial and community tenancies on the podium level.
- Lift access to all levels of the two buildings.
- Appropriate door types (hinged/sliding) & doorway circulation space.
- Walkways, pathways and corridors including enhanced circulation space at ends of corridors.
- Consideration of all gender public and retail amenities such as accessible (with baby change table) and ambulant accessible toilets.
- BADS, LHA and SDA (2 types) specifications across the SH tower.
- Consideration of accessible emergency evacuation as all lifts have a smoke lobby as a refuge point.



AS1428.1 COMPLIANT APARTMENT - 2 BEDROOM



LHA DOOR SYSTEM RECOMMENDATIONS



AS1428.1 COMPLIANT APARTMENT - 1 BEDROOM

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3.10 CPTED

Crime Prevention Through Environmental Design or CPTED is normally broken up into two distinct generations which each consist of four main principles as follows:

GENERATION 1 - TERRITORIALITY

Territoriality proposes that through the design of semi-public spaces in residential areas it is possible to help residents assume informal ownership of public spaces thereby making it difficult for offenders to offend with impunity. When residents see spaces around their homes as their own, they are more likely to take care of those spaces. Strategically locating safe activities, such as food and beverage outlets, also establishes territorial control of unsafe areas.

Territoriality is addressed at the ground plane via the introduction of ground level apartments with street facing courtyards to George Street and the Southern Access Road and the creation of a play area with adjacent food and beverage facilities in the northeast corner of the parcel. Within the central courtyard glazed activity areas including a gym, dining and residential lobby spaces have been arrayed along both sides of the courtyard. This arrangement encourages residents to take informal ownership of the various spaces. This is complimented by the arrangement of the apartments above where the central courtyard becomes an extension of their external space. In addition the location and arrangement of the residential street entries on Alexandra, George and Gore Streets extends the communal residential space to the public realm, thus encouraging residents to extend their informal ownership beyond the limits of their apartment.

GENERATION 1 - NATURAL SURVEILLANCE

Natural Surveillance describes how to construct places to maximize resident's ability to casually observe semi-public spaces. This is achieved through lighting, landscaping, clear sight-lines, and other design forms that enhance visibility to reduce crime opportunities and lower fear.

The project addresses Natural Surveillance to the external streets via the incorporation of ground floor residences to George Street and the Southern Access Road supplemented by apartments with balcony's to level one and above to the entire perimeter of the development. Natural Surveillance is enhanced by the introduction of resident and retail lobby's to the George, Alexandra and Gore Street frontages.

Within the development active uses are arrayed along the central landscaped spine to maximise Natural Surveillance opportunities. Planting within the area consists of low planting or tree planting to ensure that clear view lines exist throughout the site. As per the external treatment residential apartments located at level 1 and above provide further surveillance of the central area.

At Alexandra Parade commercial spaces, access to the residential lobby and the bicycle storage area is located onto the street and accessed via a colonnaded ramp and stairs thus providing natural surveillance to the area. The bicycle facility also addresses Gore Street where it abuts the residential lobby and provides surveillance within the colonnade area. Moving to the north along Gore Street we then encounter the carpark entry point which provides further activity and hence surveillance to the colonnade. At the northern extent of the colonnade a food and beverage outlet is proposed with the external seating and bicycle parking providing additional surveillance within the area.

GENERATION 1 - IMAGE AND MILIEU

The concepts of Image and Milieu suggest that the social characteristics of residents are linked to urban safety, such as their perception of nearby areas, whether they were fearful of public areas, and the conditions of nearby land uses. This is addressed by the creation of mini-neighbourhoods where residents know one another. Linked to the idea of milieu is the concept of image. This is the idea that the physical condition and maintenance of properties signal that an area is cared-for or neglected, and therefore safer or unsafe.

The site is ideally located to address these concepts. The new Wurun Senior Campus to the north ensures that the area will be active and well looked after, while the continuing residential development within the area, combined with the existing well maintained residential building stock and parkland areas surrounding the site provides an amenable and safe neighbourhood.

Within the parcel these issues have been addressed at George Street and the Southern Access Road via the introduction of ground floor apartments with adjacent courtyard areas. This encourages interaction between neighbours which in turn leads to the creation of a small neighbourhood within the larger development. Within the building image is addressed via the creation of roof top communal spaces which cater for a range of activities including food production which encourages interaction between residents that may be located within different areas of the building. Within Building L this is supplemented by the ground level gym and dining facilities.

GENERATION 1 - ACCESS CONTROL

Access control supports territorial influence by using architectural strategies to limit access into properties. This includes street access controls such as road barriers and landscaping to control access into the fronts of buildings.

Access control is addressed throughout the project via a variety of means. These include the creation of raised courtyard areas along George Street which encourage interaction between neighbours whilst also clearly defining the public and private spaces. Elsewhere within the parcel colonnades are used to define the transition from public to private spaces whilst also providing a pedestrian scaled interface. Flood level requirements within the site have meant that stairs and ramps are required to enter the site in the areas adjacent to the Valve House. These small levels changes clearly demarcate transitions from public to semi public areas.

GENERATION 2 - SOCIAL COHESION

Cohesion strategies enhance positive social relations between residents, but with a specific focus on solving local problems. Programs include strategies such as Neighbourhood Watch

While the creation of these programs falls beyond the architectural scope of the project, spaces have been provided within Building L and M to allow for these activities to occur on site.

GENERATION 2 - COMMUNITY CULTURE

Community culture programs get people together to create a sense of common purpose. In this case the goal is different from cohesion strategies that work on specific problems. Community culture programs help residents create a sense of community and form a strong bond to each other.

As per Social Cohesion the creation of these programs falls beyond the architectural scope of the project. Public Realm spaces have been have been provided within the central courtyard and the play area to the northeastern sector to allow spaces for these activities to occur.

GENERATION 2 - CONNECTIVITY

Connectivity programs link neighbours with other surrounding neighbourhoods through alliances, formal lines of communication, and other strategies to connect and remain inclusive. Connectivity strategies can be physical (such as linked walkways) or social (such as shared neighbourhood events).

As per the previous two items the creation of specific programs falls beyond the architectural scope of the project. The project springs for the Precinct Development Plan which has been designed to ensure that direct physical connections to surrounding neighbourhoods are incorporated into the precinct. Pathways through the site connect directly to the surrounding neighbourhood at activity points, with public realm areas providing places for neighbours to linger as they traverse the space including areas such as the play area and associated cafes.

GENERATION 2 - THRESHOLD CAPACITY

The concept of threshold capacity proposes multiple-land uses within the neighbourhood where residents can socialize, shop for food, and recreate (sports, play or entertainment).

The scheme addresses Threshold Capacity via the incorporation of a wide variety of activities within the ground plane, including cafes, a gym, co working spaces, a dining area, bicycle storage and maintenance areas, ground level apartments and residential lobbys. These are complimented externally by a range of spaces that incorporate play areas, sitting areas and covered colonnades.

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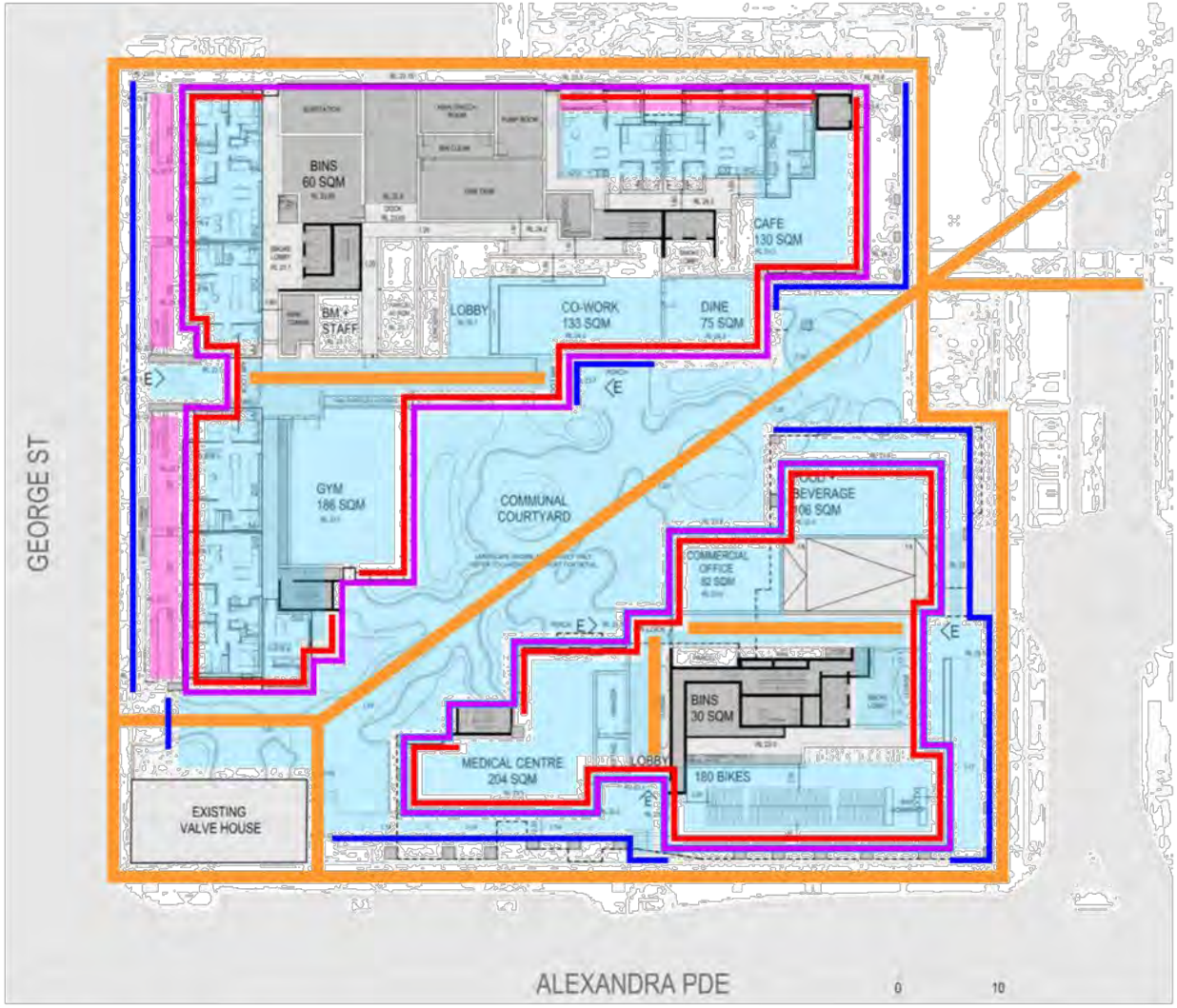



GROUND PLANE CPTED ANALYSIS

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4.1 ARCHITECTURAL STATEMENT

The design strategy responds to and draws upon the sites context, both past and present, cultural and physical. It speaks to the local, in materiality, built form and use whilst creating a unique identity for the project.

The strategy has been developed via a detailed analysis founded on the following principles and their relationship to the site:

- Industrial history and forms
- Stiching into the urban fabric
- A visually dense environment
- Murals and the community
- Quilting as communal story telling
- Stitching and patchwork
- Creating a crafted building
- The urban and gardenesque

The combination of these principles provides a way to bring many different ideas and stories together into a unified whole, a wonderful idea for a group of buildings that will house a diverse community of people of varied ages, cultures and abilities.



OVERVIEW FROM SOUTH WEST

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4.2 INDUSTRIAL HISTORY AND FORMS

The retention of the historic brick Valve House on the southwest corner of the site strongly identifies the site with its industrial history. This history we have also sought to express in the forms of the new buildings, using traditional industrial raking forms, compiste composition and bold materials.



VALVE HOUSE INTERIOR



BATHURST GASWORKS



FITZROY GASWORKS SECONDARY STRUCTURE DETAIL



FITZROY GASWORKS AERIAL



FITZROY GASWORKS, DAVID WADELTON, 1977

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FACADE DETAIL



FITZROY GASWORKS GASOMETER DETAIL



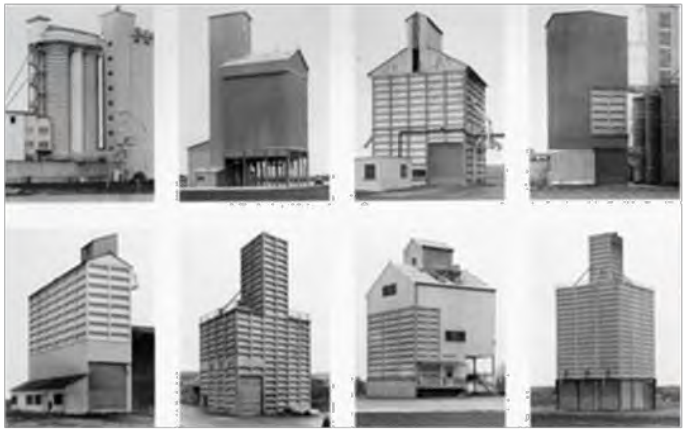
LAUNCESTON GASWORKS



CLIFTON HILL SHOT TOWER



VALVE HOUSE DETAIL



INDUSTRIAL FORMS



LAUNCESTON GASWORKS

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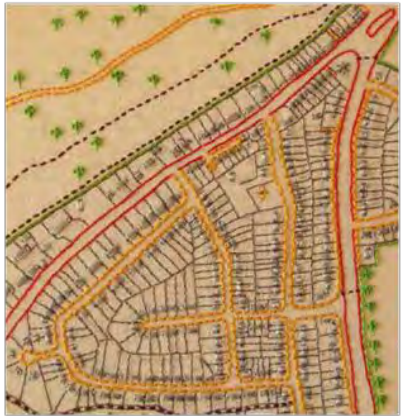
4.3 STITCHING THE URBAN FABRIC

Like a quilt we have imagined the urban fabric of Fitzroy as something this project can seek to patch and replicate, maintaining its lively patterns and textures



STITCHED MAP - ANNE BLISS



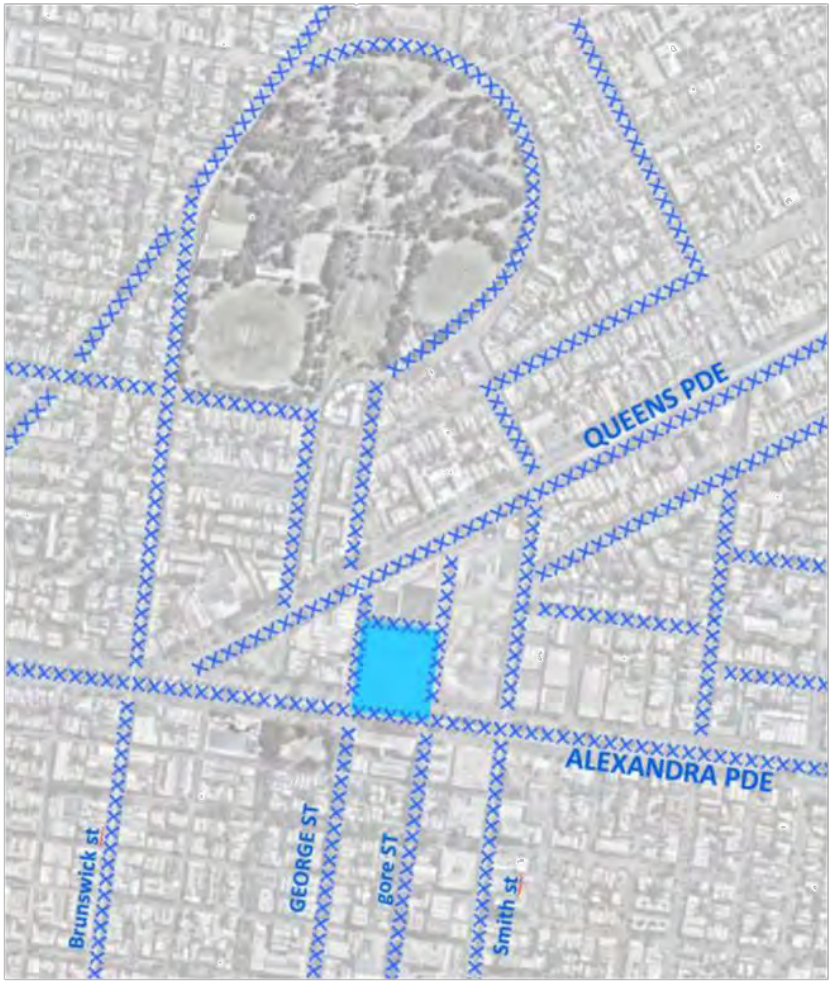
STITCHING AMSTERDAM DETAIL



MENTAL TERRITORIES - LIZ KUENEKE



STITCHED SUBWAY - SUSAN STICKWELL



STITCHED FITZROY

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4.4
A VISUALLY DENSE ENVIRONMENT

Further afield Fitzory is an intense and heavily textured urban environment, from rusticated bluestone, decorative wrought iron, political and street art murals, all signifying the long history of a multi cultural community.



HODGKINSON STREET



BLUESTONE FACADE DETAIL



YARN BOMBING



FERGIE STREET



FITZROY STREETSCAPE



STONE HOTEL - JOHNSTONE STREET



WINGED FACE

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4.5 MURALS AND THE COMMUNITY

Since the 1960's murals in particular have chronicled the issues and the identify of the Fitzroy community, Aboriginal, feminism, post war migration, protest, gay and football to name a few. This vivid sense of representation we have also embraced.



POOL PARADE - STEPHEN BAKER - FITZROY POOL



HARING MURAL - COLLINGWOOD



3CR MURAL - BINDI COLE, TOM CIVIL AND REKO RENNIE



ANNIE BARACK



WELCOME TO SUNNY FITZROY - EVERFRESH

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THE WOMANS MURAL: BOMBONIERE TO BARBED WIRE - EVE GLENN AND MEGAN EVANS



FACES OF FITZROY



MATT ADNATE AND AWOL - FITZROY



GASOMETER HOTEL MURAL



MATT ADNATE - SOCIAL HOUSING COLLINGOOD

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4.6
QUILTING AS COMMUNAL STORY TELLING

Quilting itself has a long tradition of community participation where fabrics and patterns are brought together with a common purpose, providing a marvellous sense of community and solidarity.



COVIDE - MOMENTOUS - NICOLE KEMP - DETAIL



TREATY ADVANCEMENT POSSUM SKIN CLOAK PRESENTATION TO VICTORIAN PARLIAMENT



AUSTRALIAN AIDS QUILT



COMMUNITY QUILTING



CASEY COMMUNITY QUILT - MIGRATION STORIES

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AUSTRALIAN CITIZENSHIP QUILT



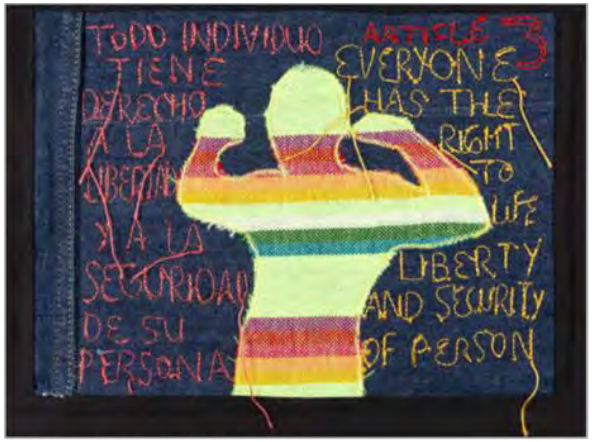
AIDS QUILT - WASHINGTON MALL



ACTIVIST QUILT - SOCIAL JUSTICE SEWING ACADEMY



COVIDE - MOMENTOUS - NICOLE KEMP



AUSTRALIAN CITIZENSHIP QUILT DETAIL



TREATY ADVANCEMENT POSSUM SKIN CLOAK - DETAIL

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4.7 STITCHING AND PATCHWORK

It was the gorilla art yarn bombings beginning in the 1970's that brought quilting out onto the street. As if crafted, charming colourful and apparently ad hoc, yarn bombing belies its sophisticated designs and intent.



QUILTED BRIDGE - ONTARIO



QUILTED CARAVAN



BENDIGO TRAM



A$AP ROCKY - MET GALA QUILT



QUILTED CAR



YARN BOMBING - HELSINKI CATHEDRAL

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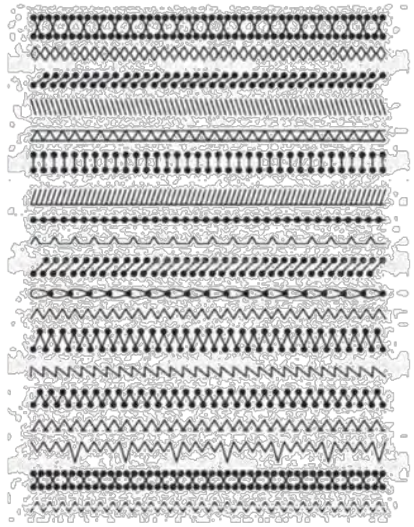
SANTIAGO CHILE - OLEK



FITZROY GASOMETER TRUSSES



KNITTED CORAL



STITCH PATTERNS



YARN BOMBING DETAIL



FITZROY WROUGHT IRON BALUSTRADE



NEEDLEWORK EMBROIDERY



WROUGHT IRON LATTICEWORK DETAIL

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4.8 CREATING A CRAFTED BUILDING

As an architectural design strategy this sense of urban quilting offers the opportunity of a crafted building character rather than the manufactured and constructed.



COPPER FISH SCALE PANELS - PRESSED TIN



CAST IRON FACADE



WROUGHT IRON GATE DETAIL



AFRICAN ANKARA FABRIC



PERSIAN TILING



HAMPTON COURT BRICKWORK



KNITTED PERSIAN TILING



BRASS TILING



OTTO WAGNER TILING - MAJOLIKAHAUS VIENNA

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4.9
THE URBAN AND GARDENESQUE

Using the latest printing tecnology it is possible to express this sense of the crafted, using intricate detail, texture and colour. Ceramic tiles, metal work, stone, gabians, wood, brick even woven reeds, plants or artwork can be brought together as a a quilt, as a crafted composition. On the outside perimeter of the buildings the facades are made characteristically urban, while the inner facades explore the gardenesque and naturalistic.



URBAN



GARDENESQUE

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THE URBAN MULTICULTURAL AND CRAFTED



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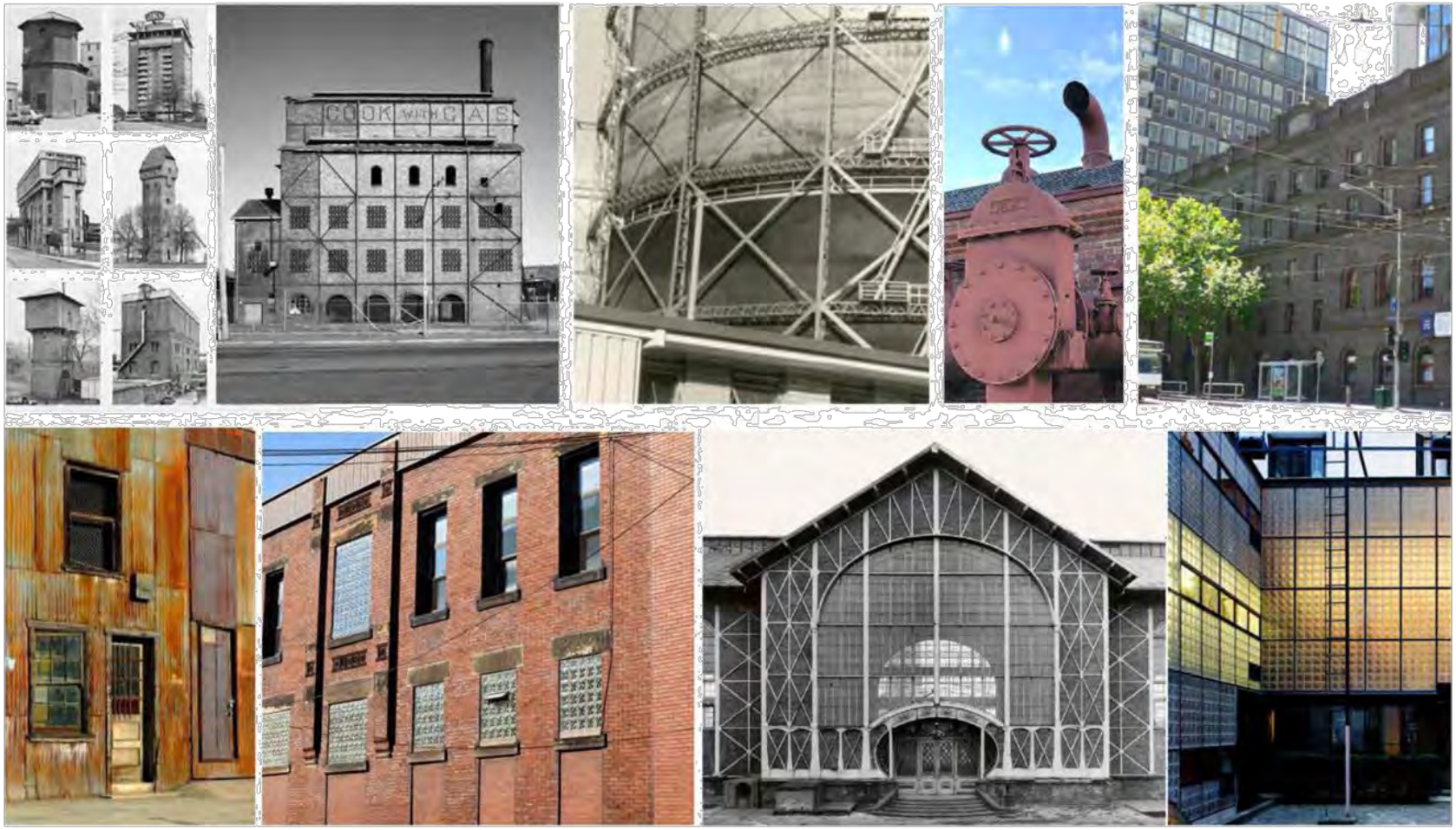
THE URBAN INDUSTRIAL - ORNATE AND RAW



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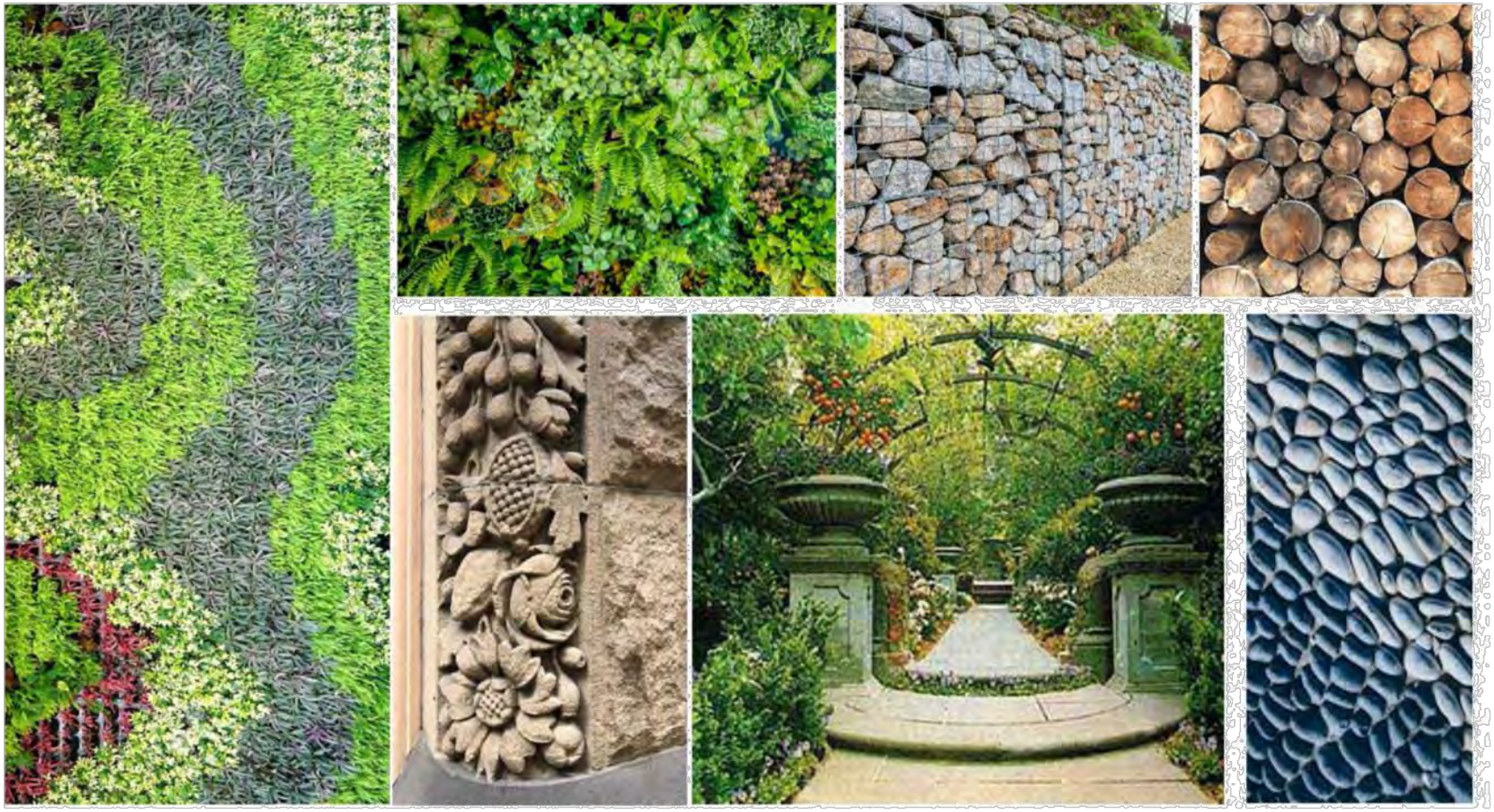
THE GARDENESQUE
ALLURING AND LUSH



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4.10
BUILDING L

The design strategy provided a direction that allowed us to texture the building and visually break up the volume via carefully curated patches of fine detail to the entire façade. This is achieved via digital printing which enables us to transfer highly detailed images onto the façade substrate.

Such a strategy makes use of great architectural, artistic, and technological possibilities. It gives the opportunity for incredible variance of pattern and texture, endless combinations of conceptual sources, as well as the ability to print qualities onto the façade that are not really there. We can print reflections and shadows, further emphasizing the physical articulation of the building or even suggest articulation that is not built. In a sense, it allows us to visually exceed limitations imposed by site, structure, and cost.

The strategy allows for multiple readings at different scales. When viewed from a distance, the patchwork of the "quilt" is apparent, visually breaking the building into separate pieces. As the viewer moves ever closer, new intricate detail emerges.

The printing strategy does not need to truly convince the viewer that the building is made of bluestone or ornate handcrafted tiles to demonstrate its value. Whilst there will be delight in the "double take" from a distance, the intricate printing will be apparent up close. It is applied, almost like a Fitzroy mural, reflecting stories, ideas, history, and the diversity of the people who live there. We know that images are not "real" however like a painting or a photograph, they can transport us and remind of places we have been, where we have come from and even where we would like to go.



VIEW FROM GORE STREET AND ALEXANDRA PARADE INTERSECTION

ARTICULATION OF BUILT FORM

Whilst the printed panels provide façade detail, careful attention has been paid to the physical articulation of Building L to add interest and break down perceived bulk and scale. This includes:

- → Creating a defined corner statement on Alexandra Parade and Gore Street by stepping the façade out at the lower three levels before raking back to the typical façade line.
- → Expressing the Alexandra Parade entry by pushing a portion of the façade out by one metre and raking it back to the main façade.



VIEW FROM ALEXANDRA PARADE



ALEXANDRA PARADE FACADE DETAIL

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- An articulated and highly detailed colonnade along Alexandra Parade and Gore Street creating a more pedestrian scale at the lower level.
- Removing the façade panels from the lower balcony zones on Alexandra Parade and Gore Street and replacing with printed glazing. This gives a more open look and appears to "pull apart" the volumes of the building.
- A section of balcony pop outs to Alexandra Parade.
- Raking back the top level of the West facing facade which faces into the inner landscape zone.

ADDRESSING THE VALVE HOUSE

Careful attention has been paid to the Valve house, one of the few remaining traces of the Fitzroy Gasworks. In building L, the Valve House has been addressed by:

- Lowering the height of the portion of the building directly adjacent to the Valve House to five levels.
- Using the printed texture to break down bulk further. The breakup between the brick and the texture above is reminiscent of industrial forms.
- Using a selection of more traditional textures that speak to the industrial theme including brick and steel.



VIEW FROM ALEXANDRA PARADE



VALVE HOUSE ENTRY FROM GEORGE STREET TOWARDS BUILDING L



CENTRAL COURTYARD

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4.11
BUILDING M

ARTICULATION OF BUILT FORM

Like Building L, attention has been paid to the physical articulation of Building M. This includes:

- The façade along George Street is set back allowing for front gardens to the ground level apartments and more planting along the street, providing a pedestrian scale and activation to the street.
- The ground level apartments on George Street are set back to create a sense of a colonnade beneath the building.
- A dedicated George Street entry has been provided, increasing the activation along George Street.
- A lower portion of the George Street façade rakes outwards, denoting the entry and providing more weather protection.
- A portion of the George Street façade cantilevers out at level five, further emphasizing the illusion created by the printed pattern. This repeats to the south where the built form is cantilevered from level four for the full height of the facade.
- At the lower levels sections of the facade are splayed towards the street to provide additional articluation along the street
- The building is set back at the Eastern end to allow for an open landscaped zone for active uses. A colonnade is articulated in this zone.
- The building steps in plan at the Eastern end to give greater sight lines and solar access into the internal garden.



VIEW FROM GEORGE STREET AND ALEXANDRA PARADE INTERSECTION



GORE STREET



GEORGE STREET ELEVATION

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ADDRESSING THE VALVE HOUSE

Careful attention has been paid to the Valve house, one of the few remaining traces of the Fitzroy Gasworks. In building L, the Valve House has been addressed by:

- → - Lowering the height of the portion of the building directly adjacent to the Valve House to six levels.
- → - Using the printed texture to break down bulk further.
- → - Using a selection of more traditional textures that speak to the industrial theme including brick and slate.



VALVE HOUSE ENTRY



GEORGE STREET ENTRY



CENTRAL COURTYARD

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4.12
FACADE SYSTEMS

In order to develop to the facade system for the project a series of workshops were held with the Facade and ESD consultants. Six different systems were discussed in detail. These included:

- Precast Concrete
- Brick Construction
- Brick Slips (click in systems)
- Lightweight systems (CFC)
- Lightweight systems (Metal)
- Terracotta (click in baguettes)

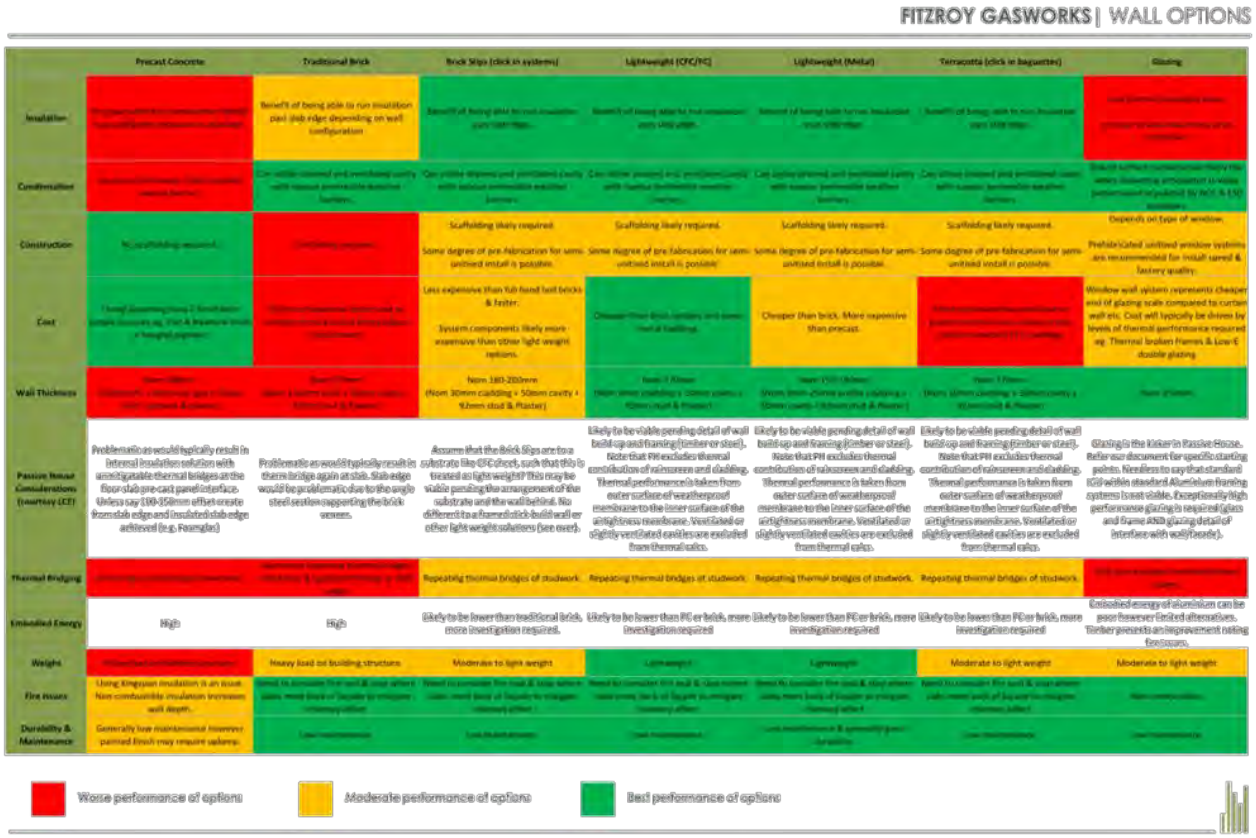
These systems were then rated over a range of criteria including:

- Insulation
- Condensation
- Construction
- Cost
- Thermal Bridging
- Embodied Energy
- Weight
- Fire related issues
- Durability and Maintenance

This resulted in the production of the adjacent table and reduced the facade system options to two categories, these being lightweight CFC or lightweight metal panelling.

A potential wall system incorporating high quality insulation was developed with the facade consultants which allowed for a highly efficient wall buildup which would achieve an R rating in excess of 3.5 and also minimise potential locations for thermal bridging. This value is a considerable improvement on the facade systems normally used in projects of this nature. In addition the proposed system addresses the acoustic criteria for the project, specifically the requirements for noise attenuation associated with Alexandra Parade.

Given the advantages associated with the lightweight system a facade strategy was developed that aligned with its use. The ability to use the latest printing technology makes it possible to strongly express a



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Panels of this type have been in utilized in Australia for over 20 years and are available in either CFC or aluminium panels.

Existing projects that have employed the technology include the St Albans Campus designed by Lyons Architects in 2001 in outer Melbourne. The project was awarded the Victorian Architecture Medal in 2002. Despite the project sitting in an open field in full sun the panels have not degraded over the 20 years that they have been installed.

More recently ARM has used the same technology on the Launch Families project in Dandenong. In this project a wrought iron motif has been created that allows the panel to be read at a range of distances, with the panels appearing solid from a distance despite being constructed from a dot matrix pattern that only becomes apparent upon closer inspection.

ARM is also currently producing panels designed by artist Kait James for incorporation into the facade of the new Geelong Performing Arts Centre.



GRAPHIC PANELS - LAUNCH FAMILIES - DANDENONG - CURRENTLY UNDER CONSTRUCTION



ST ALBANS CAMPUS - LYONS ARCHITECTS 2001 - VICTORIAN ARCHITECTURE MEDAL RECIPIENT 2002









GRAPHIC PANELS - LAUNCH FAMILIES - DANDENONG - CURRENTLY UNDER CONSTRUCTION

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The architectural panel proposed for the project is is produced by VitraGroup who have installed over 60 architectural graphic panel projects within Australia over a 20 year period. The panel provides numerous advantages including:

- 15 year warranty as per Vitral panel, suitable for high UV areas
- Australian Manufactured
- Meets all building code and fire rating regulations
- No minimum quantities
- Cost effective
- Any graphic or photographic image
- Graffiti resistent
- Two-four week panel replacement

Detailing at corners will provide edge protection to minmise any potential damage to panel edges. This will also ensure that the panel edge, which is not printed, is not exposed to view.



VITRAPANEL IMPACT TESTING, GRAFFITI REMOVAL AND FIRE TESTING DATA

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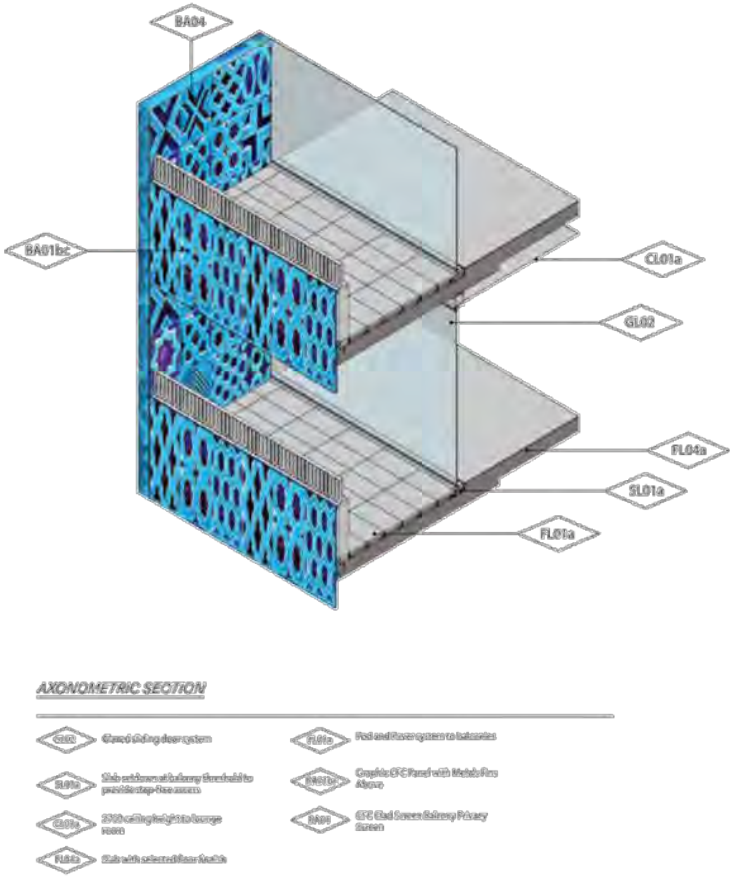
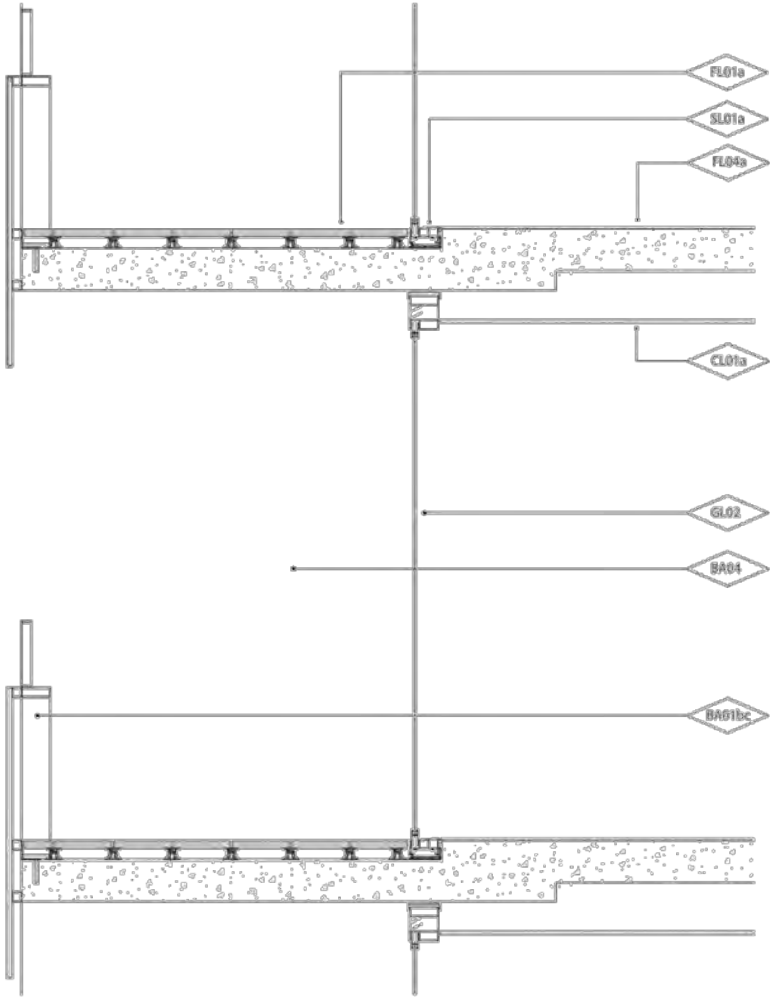


BALCONY - INDICATIVE SYSTEM 3D VIEW



BALCONY - INDICATIVE SYSTEM SECTION

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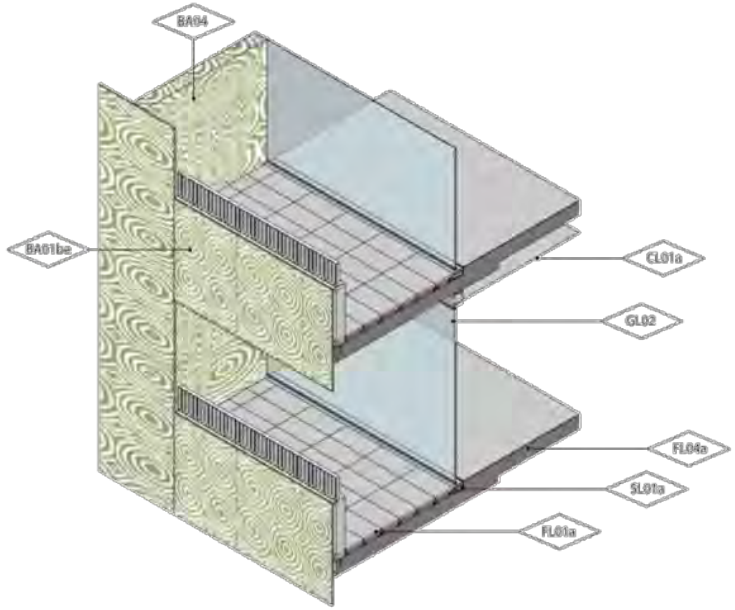
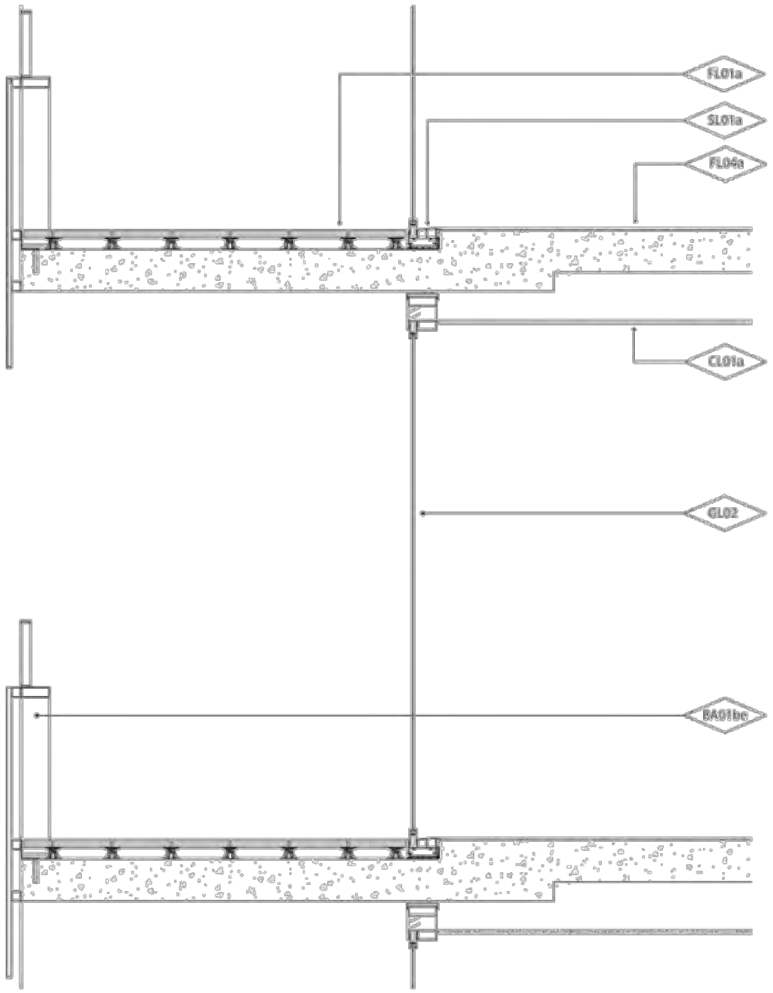


BALCONY PRIVACY SCREENING - INDICATIVE SYSTEM 3D VIEW



BALCONY PRIVACY SCREENING - INDICATIVE SYSTEM SECTION

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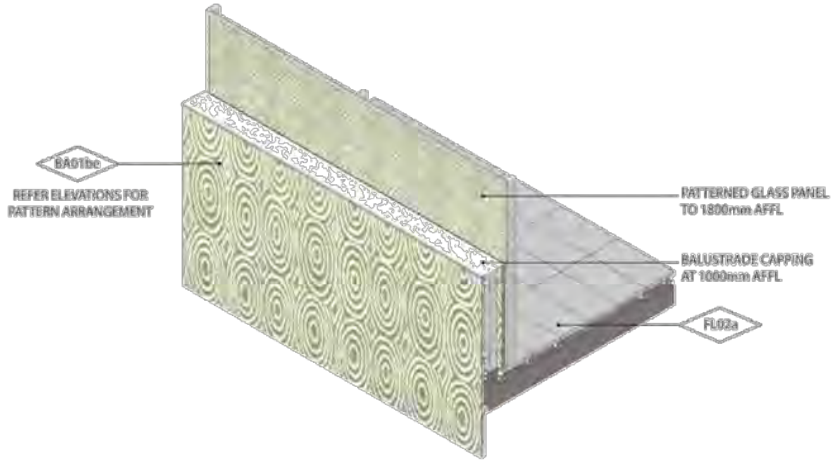
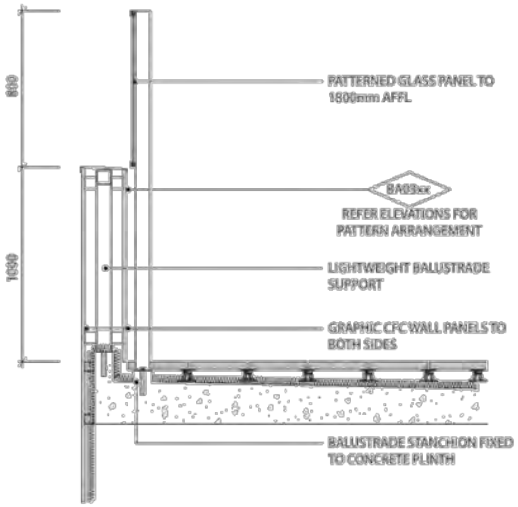


AXONOMETRIC SECTION

PARAPET TO HABITABLE ROOF AREA - INDICATIVE SYSTEM 3D VIEW



FACADE TYPE 01: SECTION

PARAPET TO HABITABLE ROOF AREA - INDICATIVE SYSTEM SECTION

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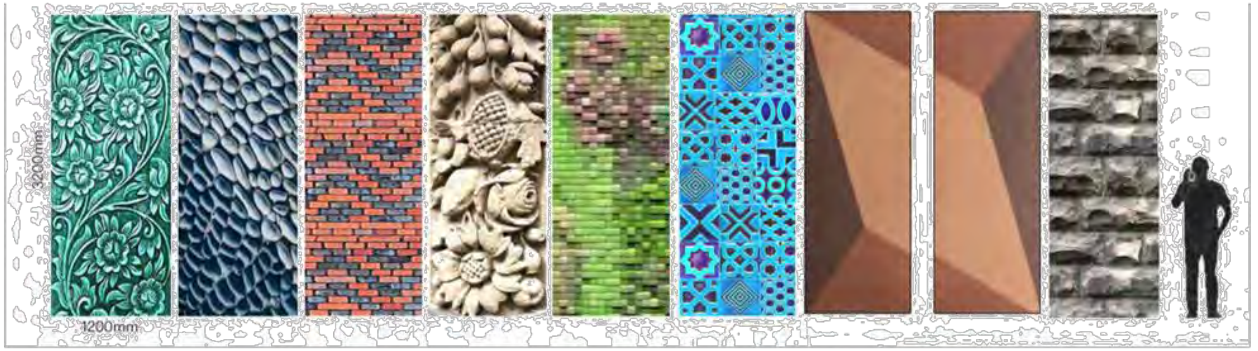
4.13 MATERIALS

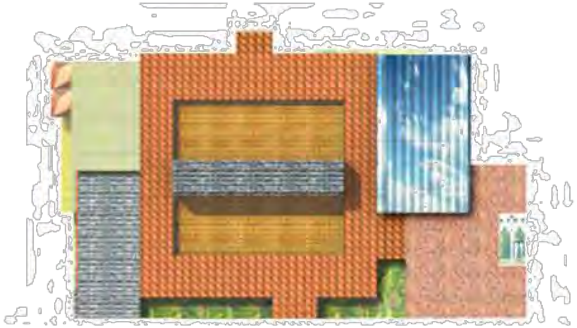
A wide variety of textures have been selected for the project. These reflect the historical context, ethnic diversity and local character of the surrounding suburbs. The use of a printed panel allows a single, highly durable system to be used throughout the project ensuring consistency in detailing and thermal performance, whilst also allowing for visual diversity across the project.

The use of the latest printing technology makes it possible to strongly express a sense of the crafted, using intricate detail, texture and colour. Ceramic tiles, metal work, stone, brick, even woven reeds plants or artwork can be brought together as a crafted composition.

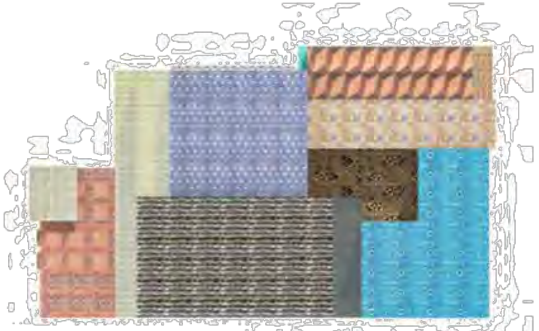


INDICATIVE PANEL SCALING



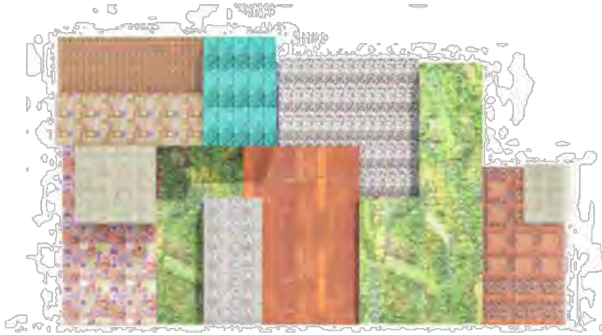


BUILDING M - GEORGE STREET

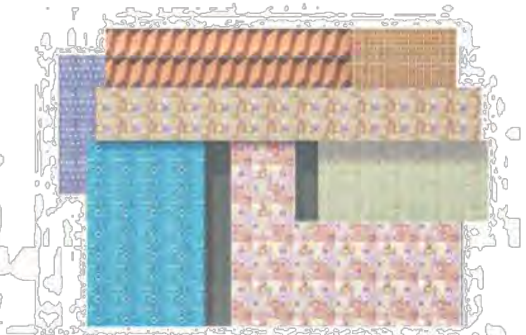


BUILDING L - ALEXANDRA PARADE





BUILDING L - COURTYARD



BUILDING L - GORE STREET

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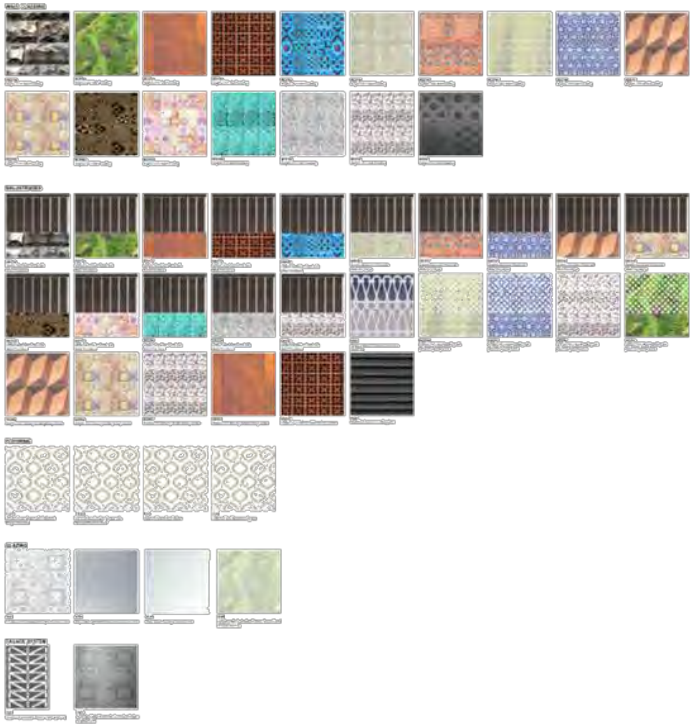
BUILDING L TEXTURES



BUILDING M TEXTURES



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THE URBAN
BUILDING L SOUTH ELEVATION





ref. TP-A2001 [02]

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THE URBAN
BUILDING L EAST ELEVATION



WC01bj
Graphic CFC Wall Panelling



WC01bk
Graphic CFC Wall Panelling



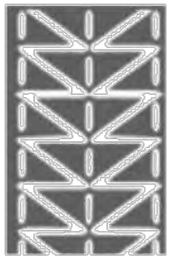
WC01bc
Graphic CFC Wall Panelling



BA02
Custom Pattern Balustrade



FA01
Customized Cut Steel Plate on Steel Subframe



WC01be
Graphic CFC Wall Panelling



WC01as
Graphic CFC Wall Panelling



ref. TP-A2001 [02]

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THE URBAN
BUILDING M WEST ELEVATION

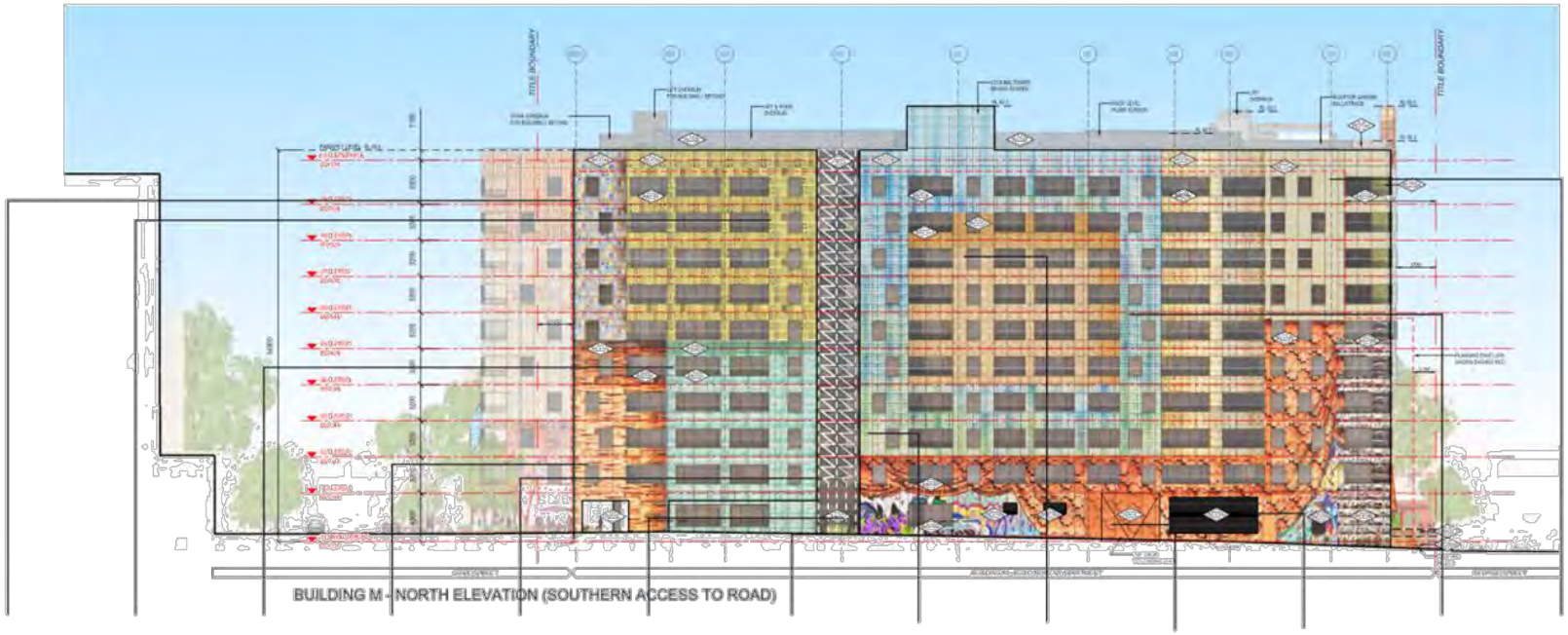




ref. TP-A2200 [02]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

THE URBAN
BUILDING M NORTH ELEVATION

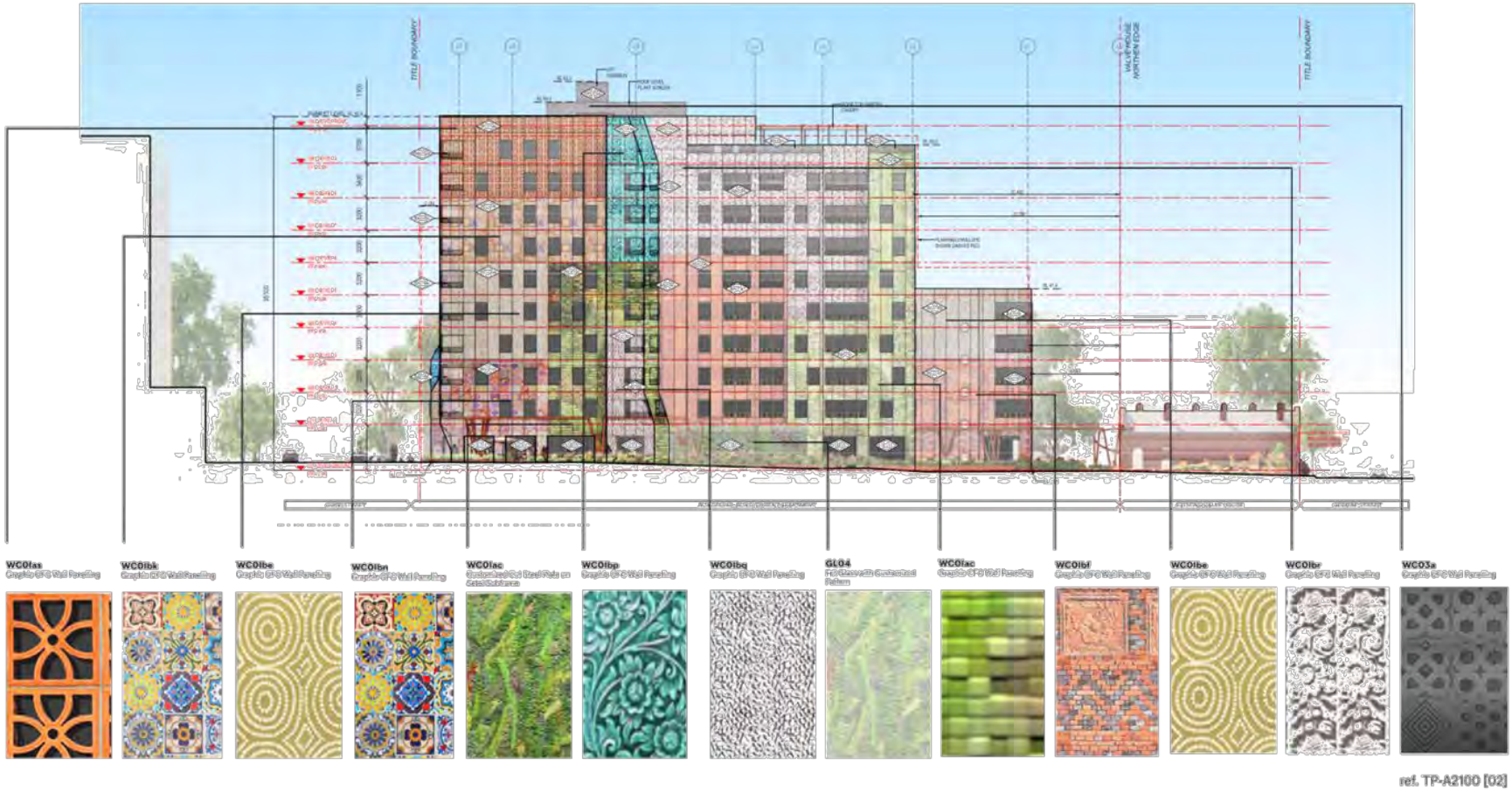




ref. TP-A2001 [02]

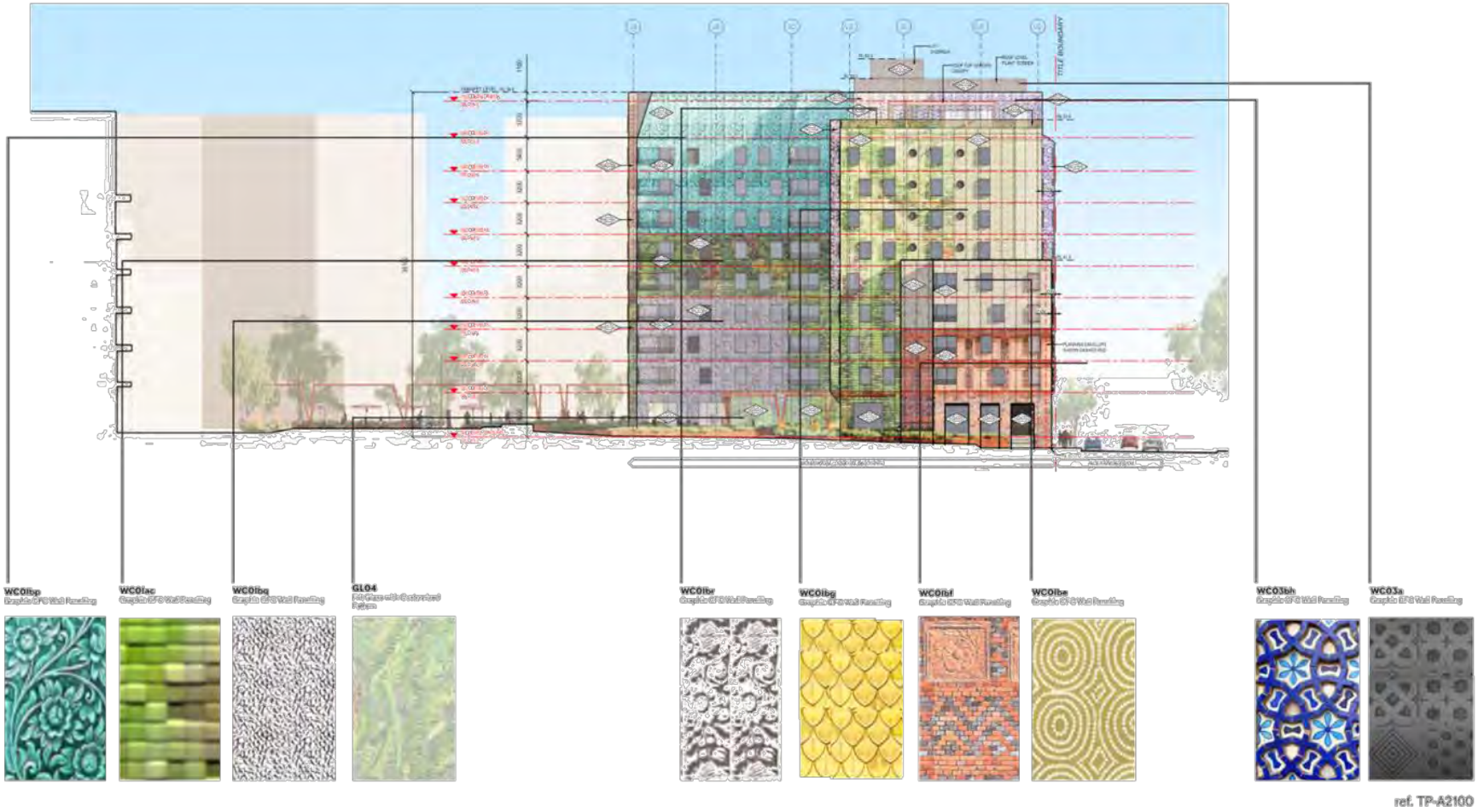
Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

THE GARDENESQUE
BUILDING L NORTH ELEVATION



Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

THE GARDENESQUE
BUILDING L WEST ELEVATION



ref. TP-A2100

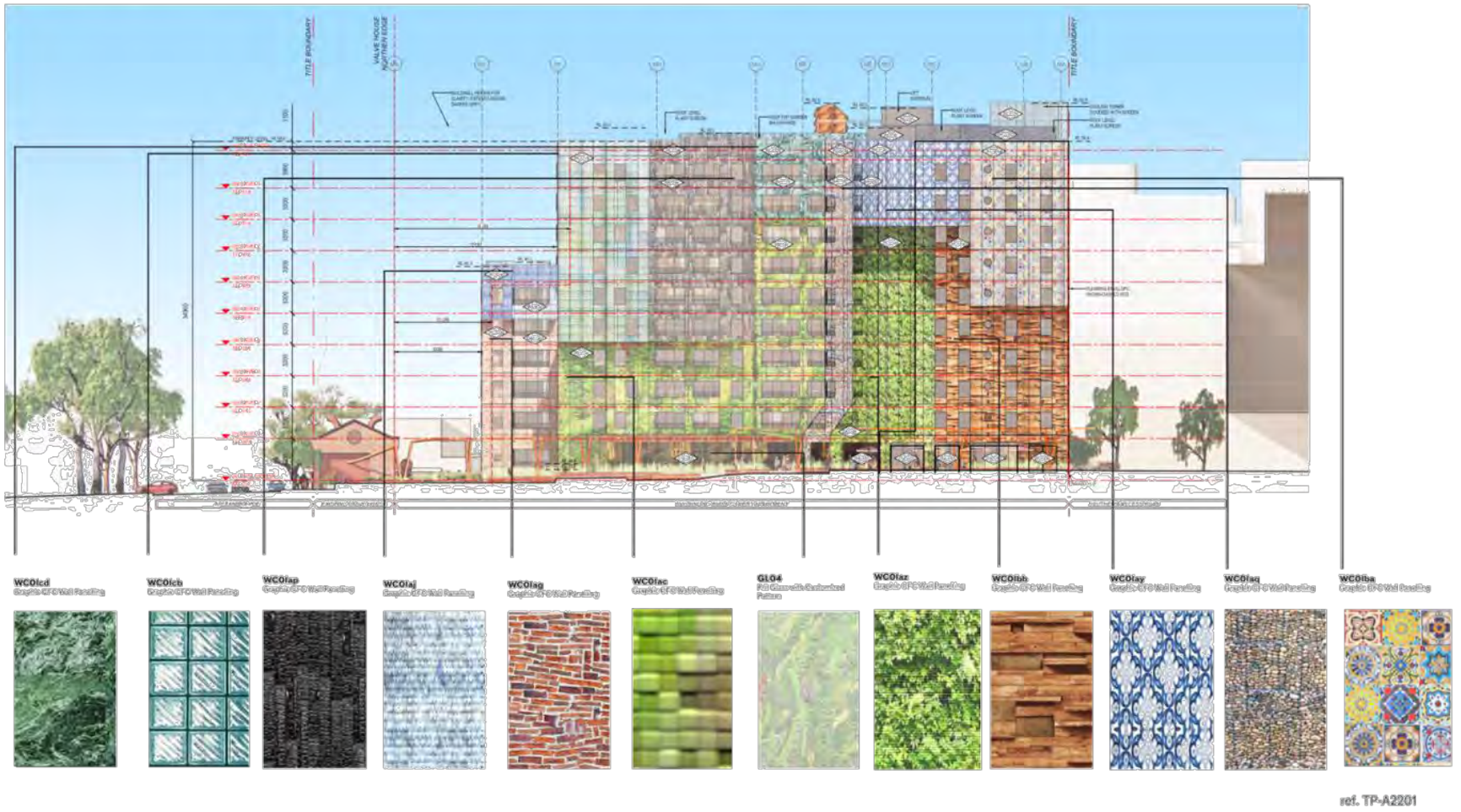
Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

THE GARDENESQUE
BUILDING M SOUTH ELEVATION



Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

THE GARDENESQUE
BUILDING M EAST ELEVATION



Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



Fitzroy Gasworks - Development Schedule

Town Planning - July 22nd 2022

LEVEL	AREA (sq)	Cat Quarter (per Apartments)	Cat Quarter (Other)	Cat Quarter (Commercial)	Cat Quarter (Offices)	Bike Spaces (per Apartments)	Bike Spaces (Guest Parking)	Bike Spaces (Workers)	Bike Spaces (Employees)	Loading Bays
BASEMENT LOWER	5797	19	31	0	0	0	0	0	0	0
BASEMENT UPPER	5351	19	21	0	0	483	0	0	0	0
GROUND	7512						540	28	0	1
TOTAL	11430	139	78	5	2	483	180	28	4	1
TOTAL PARKING			412							
PARKING RATIO	#####2		68							

	S.P.A (sq m)	GF A (sq m)	GF A (INCLUDING SPACE)
BASEMENT LOWER	5797	5797	5797
BASEMENT UPPER	5351	5351	5351
TOTAL	11148	11148	11148

BTR APARTMENTS		SOCIAL HOUSING APARTMENTS	
UNIT TYPE	COUNT	UNIT TYPE	COUNT
Studio	10	1 Bed 1 Bath	40
1 Bed 1 Bath	43	1 Bed 1 Bath (ADA)	8
2 Bed 1 Bath	9	2 Bed 1 Bath	50
2 Bed 1 Bath	63	2 Bed 1 Bath (ADA)	8
2 Bed 2 Bath	70	2 Bed 2 Bath	8
		3 Bed 2 Bath	20
TOTAL	234	TOTAL	134

LEVEL	GFA	GFA (NO BALCS)	NSA Apts	EFFICIENCY	GFA	GFA (NO BALCS)	NSA Apts	EFFICIENCY	# EXISTING APARTMENTS
10	1394.2	1344.2	1017.6	76%	1394.2	1344.2	1017.6	76%	0
9	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
8	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
7	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
6	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
5	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
4	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
3	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
2	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
1	2348.8	2298.8	1740.6	76%	2348.8	2298.8	1740.6	76%	0
TOTAL	22899.9	20753.9	15220.4	73%	13969.9	12823.9	9367	67%	781

TP-A0000 TOWN PLANNING
DOCUMENT REGISTER
FITZROY GASWORKS PARCEL A

REVISION	DRAWING NO.	REVISION	TITLE	SCALE
			Cover Sheet	
TP1	A1000	04	Cover Sheet	
			Site Drawings	
TP1	A1001	03	Site Plan - Proposed	1:200
			Demolition Plans	
TP1	A1100	04	Demolition Basement	1:100
TP1	A1101	04	Demolition Ground	1:100
TP1	A1102	04	Demolition Level 1	1:100
TP1	A1103	04	Demolition Level 2	1:100
TP1	A1104	04	Demolition Level 3	1:100
TP1	A1105	04	Demolition Level 4	1:100
TP1	A1106	04	Demolition Level 5	1:100
TP1	A1107	04	Demolition Level 6	1:100
TP1	A1108	04	Demolition Level 7	1:100
TP1	A1109	04	Demolition Level 8	1:100
TP1	A1110	04	Demolition Level 9	1:100
TP1	A1111	04	Demolition Level 10	1:100
			Elevations	
TP1	A2000	04	Building Elevations - Southern Elevation & Eastern Elevation	1:200
TP1	A2001	04	Street Elevations - Queens Parade & Gasworks Boulevard	1:200
TP1	A2002	04	Building Elevations - Northern Elevation	1:200
TP1	A2003	04	Building Elevations - Western Elevation	1:200
TP1	A2004	04	Building Elevations - Eastern Elevation	1:200
			Materials Board	
TP1	A2005	04	Materials Board - Building A	1:1
TP1	A2006	04	Materials Board - Building B	1:1
TP1	A2007	04	Materials Board - Building C	1:1
TP1	A2008	04	Materials Board - Building D	1:1
			Sections	
TP1	A3000	04	Site Sections	1:200
TP1	A3001	04	Site Sections	1:200
TP1	A3002	04	Site Sections	1:200
TP1	A3003	04	Building Section 01	1:100
TP1	A3004	04	Building Section 02	1:100
TP1	A3005	04	Building Section 03	1:100
TP1	A3006	04	Building Section 04	1:100
TP1	A3007	04	Typical Section 01	1:100
TP1	A3008	04	Typical Section 02	1:100
TP1	A3009	04	Street Section 01	1:100
TP1	A3010	04	Street Section 02	1:100
TP1	A3011	04	Street Section 03	1:100
TP1	A3012	04	Typical Section 03	1:100
			Apartment Plans	
TP1	A4000	04	Apartment Plans - Type A01	1:50
TP1	A4001	04	Apartment Plans - Type A02	1:50
TP1	A4002	04	Apartment Plans - Type A03	1:50
TP1

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

5.1
PLANS

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



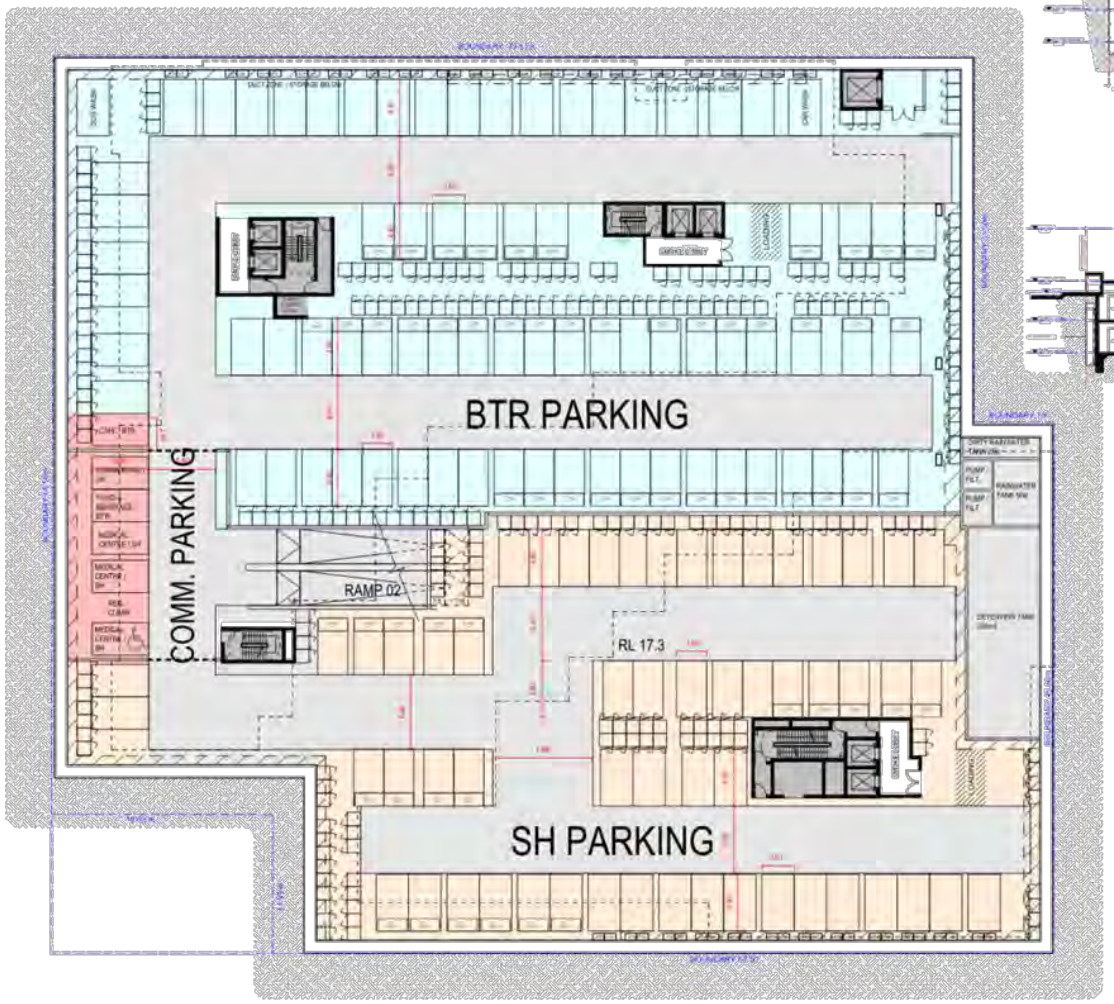
TOWN PLANNING
SITE PLAN - PROPOSED
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:750@ A1 / 12/07/2022
TP-AR-S-A1001[04]-A1 Site Plan

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

PARKING SPACES

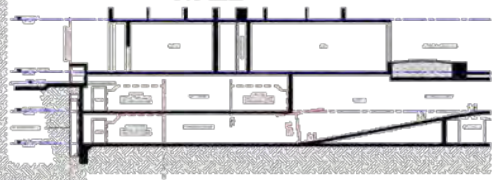
BTR - 150
SH - 76
COMMERCIAL - 6

TOTAL - 232

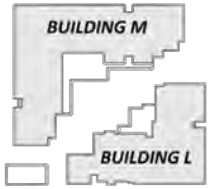




SECTION A - NORTH & SOUTH RETENTION WALL



SECTION B - RAMP 02 CLEARANCE



0 10

TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - BASEMENT LOWER

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 11/07/2022

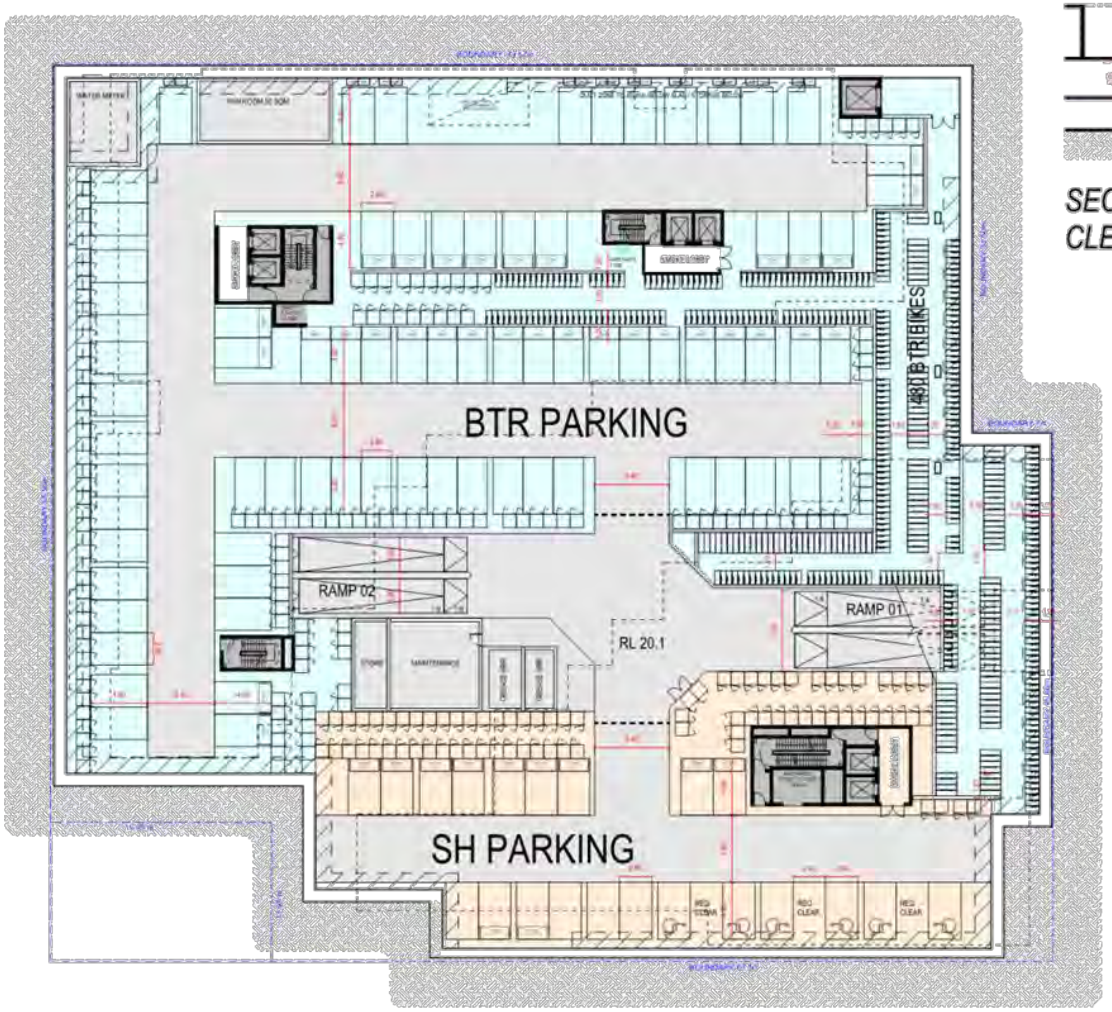
TP-A1100[04]

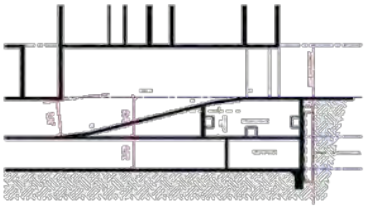
Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

PARKING SPACES

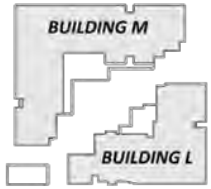
BTR - 150
SH - 76
COMMERCIAL - 6

TOTAL - 232





SECTION C - RAMP 01 CLEARANCE



TOWN PLANNING

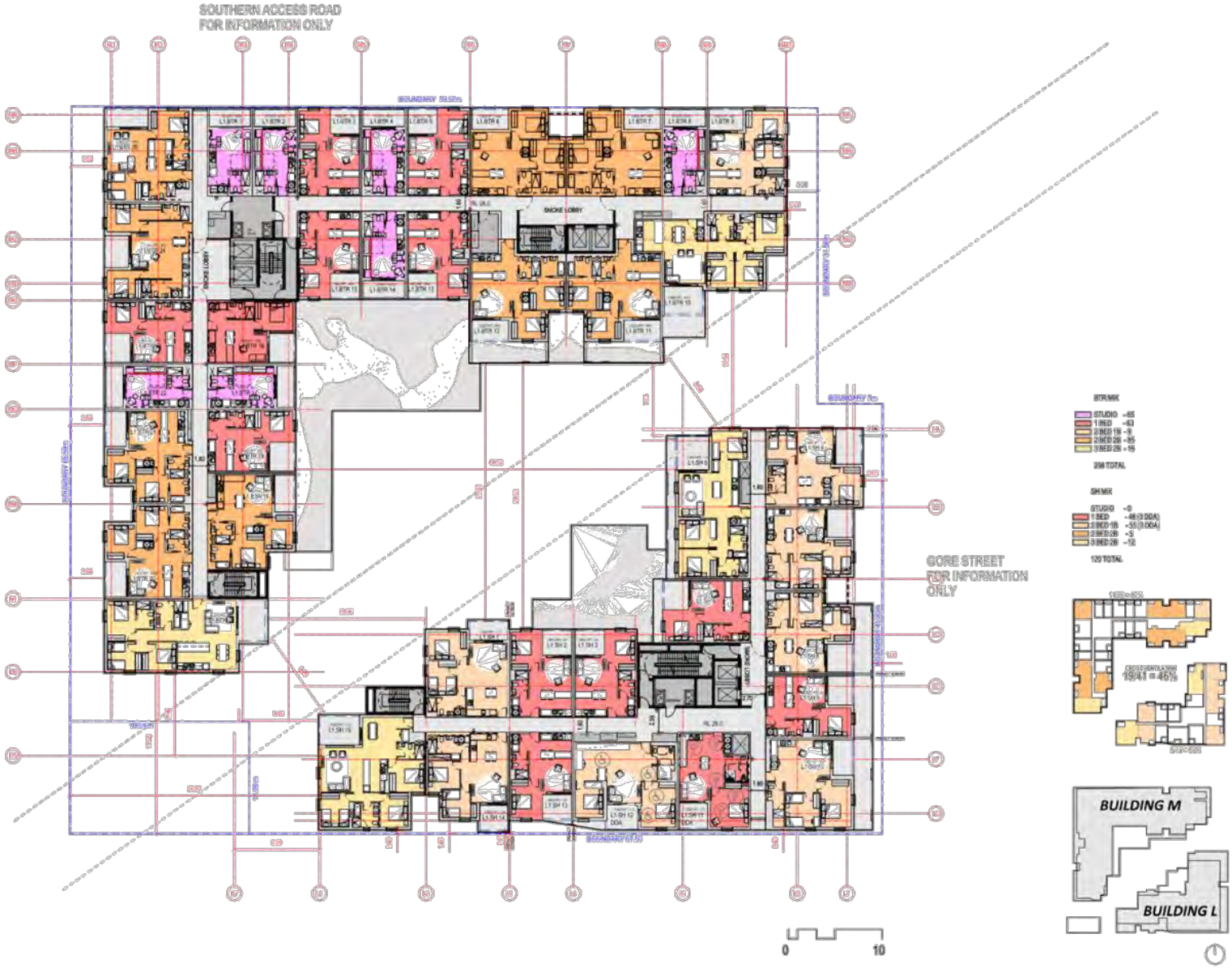
GENERAL ARRANGEMENT FLOOR PLAN - BASEMENT UPPER
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 11/07/2022
TP-A1101[04]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

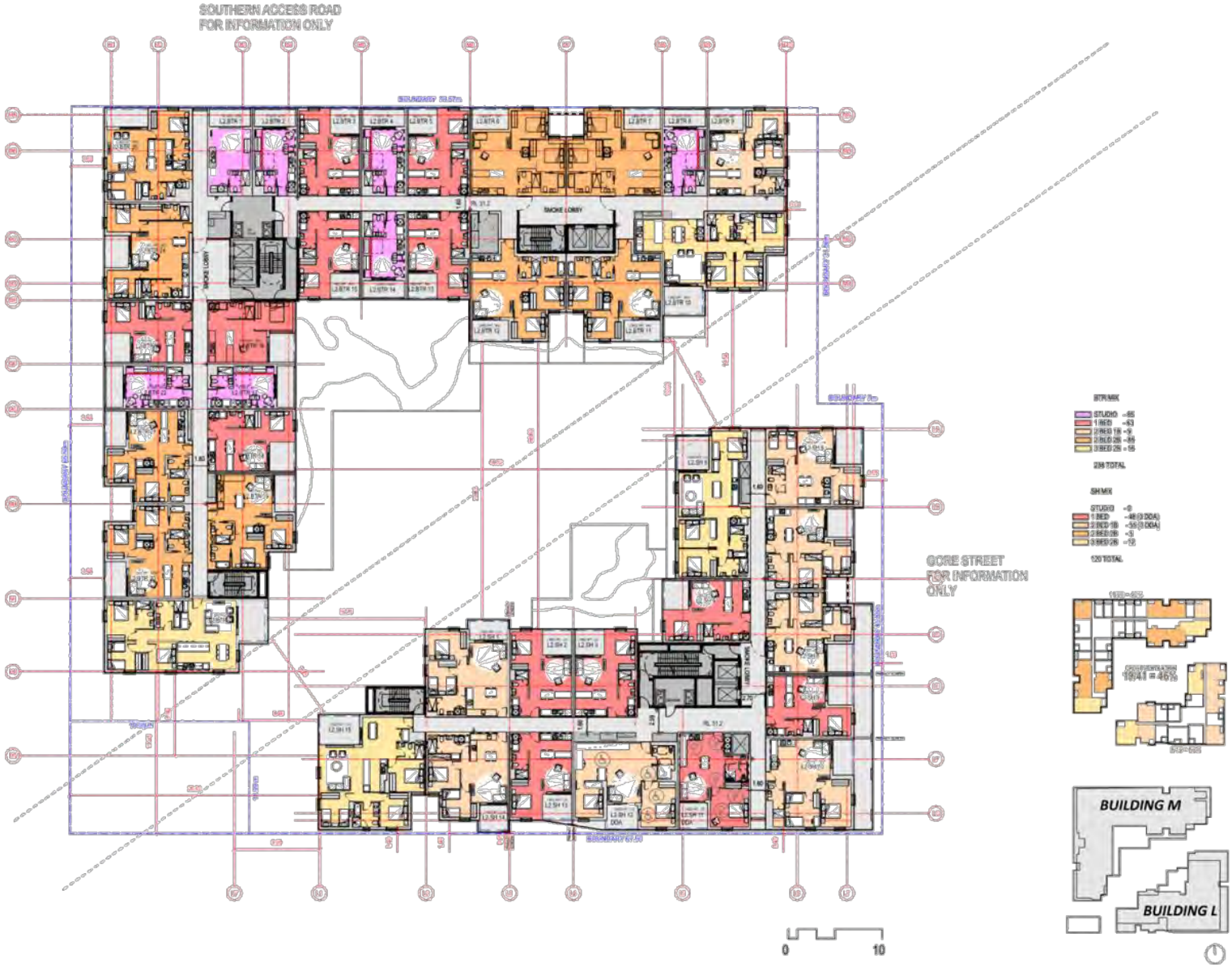


TOWN PLANNING
GENERAL ARRANGEMENT FLOOR PLAN - GROUND
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 12/07/2022
TP-A1102[04]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

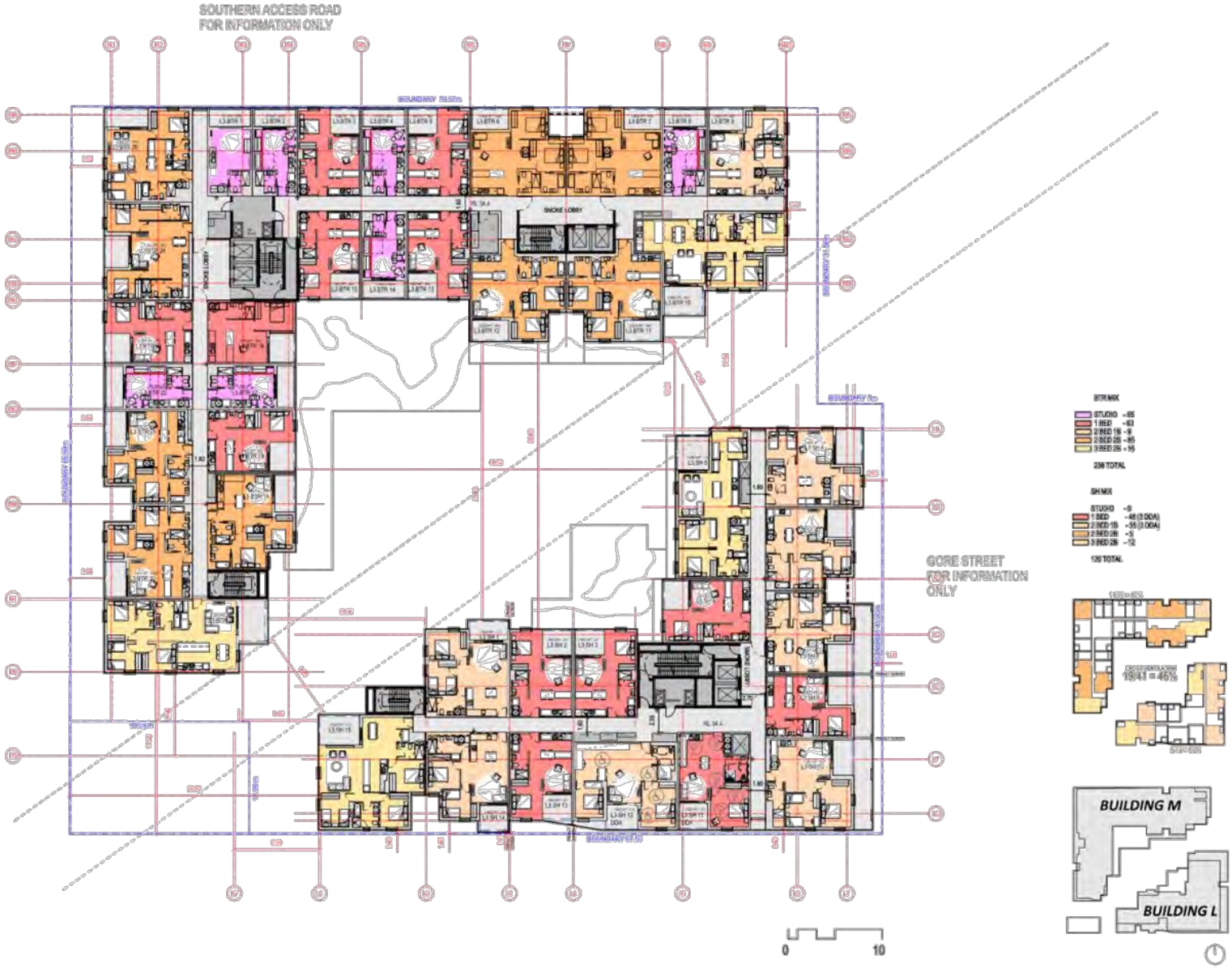


Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



TOWN PLANNING
GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 2
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 22/07/2022
TP-A1104[05]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 3

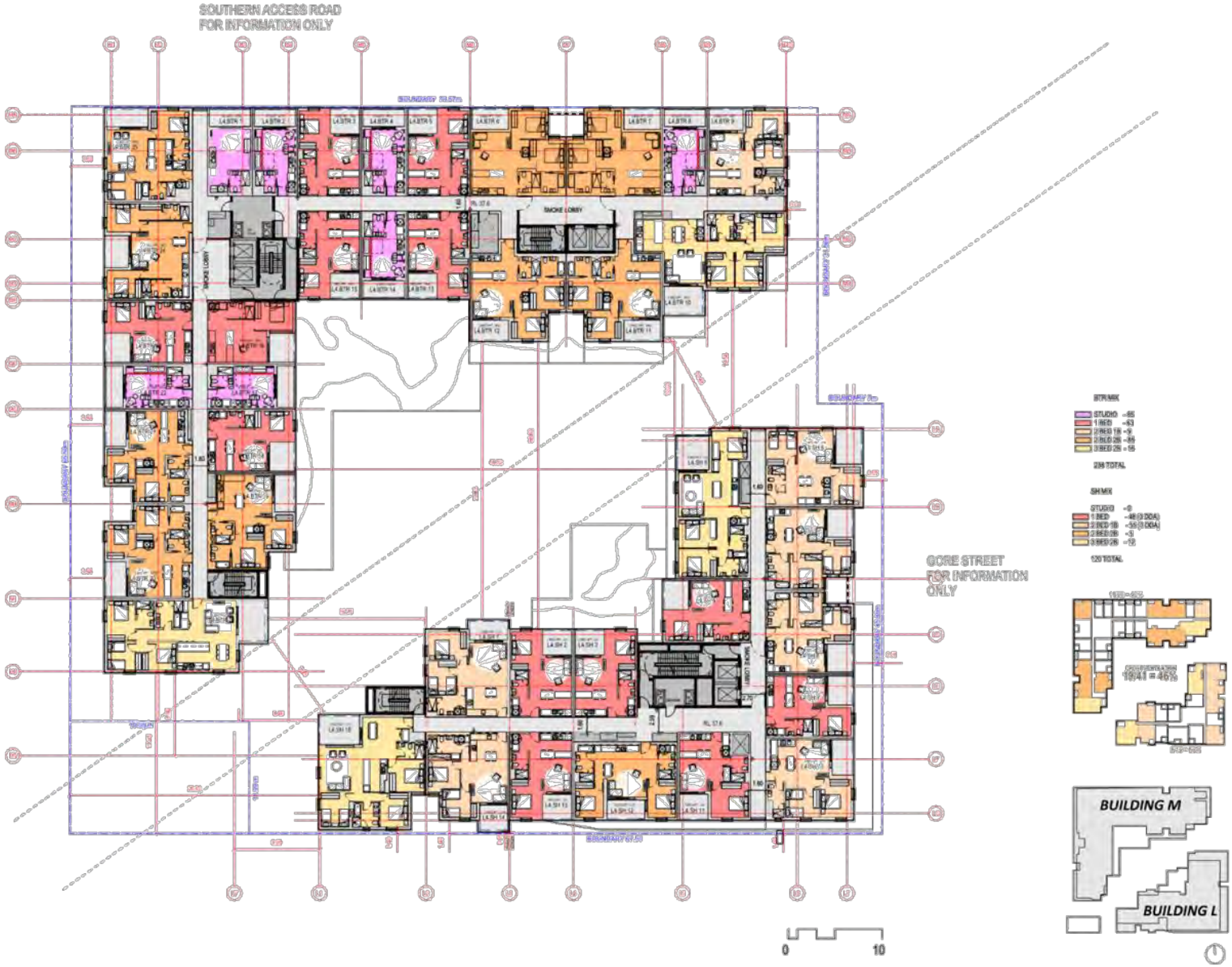
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 ,12/07/2022

TP-A1105[05]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 4

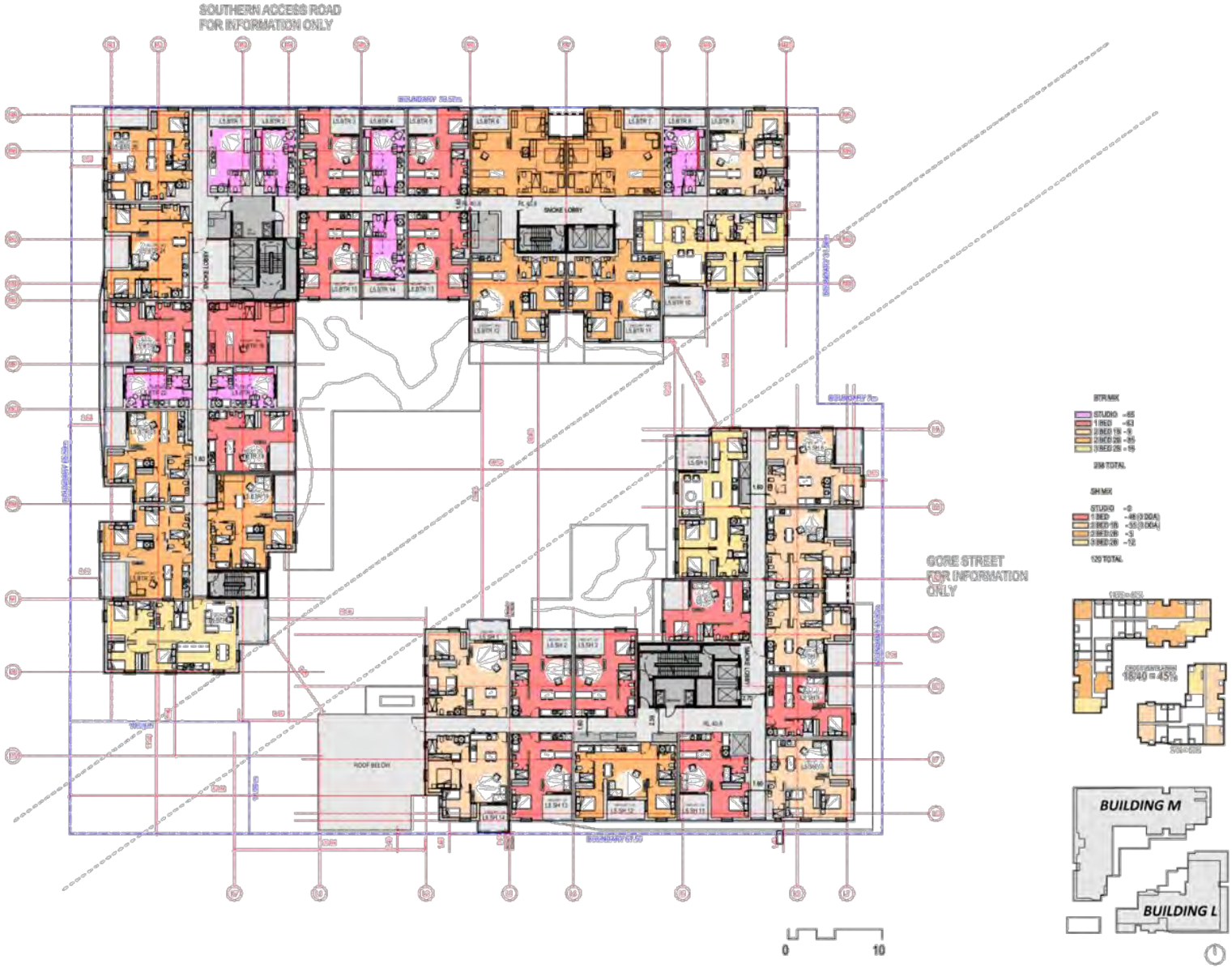
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200 @ A1 / 22/07/2022

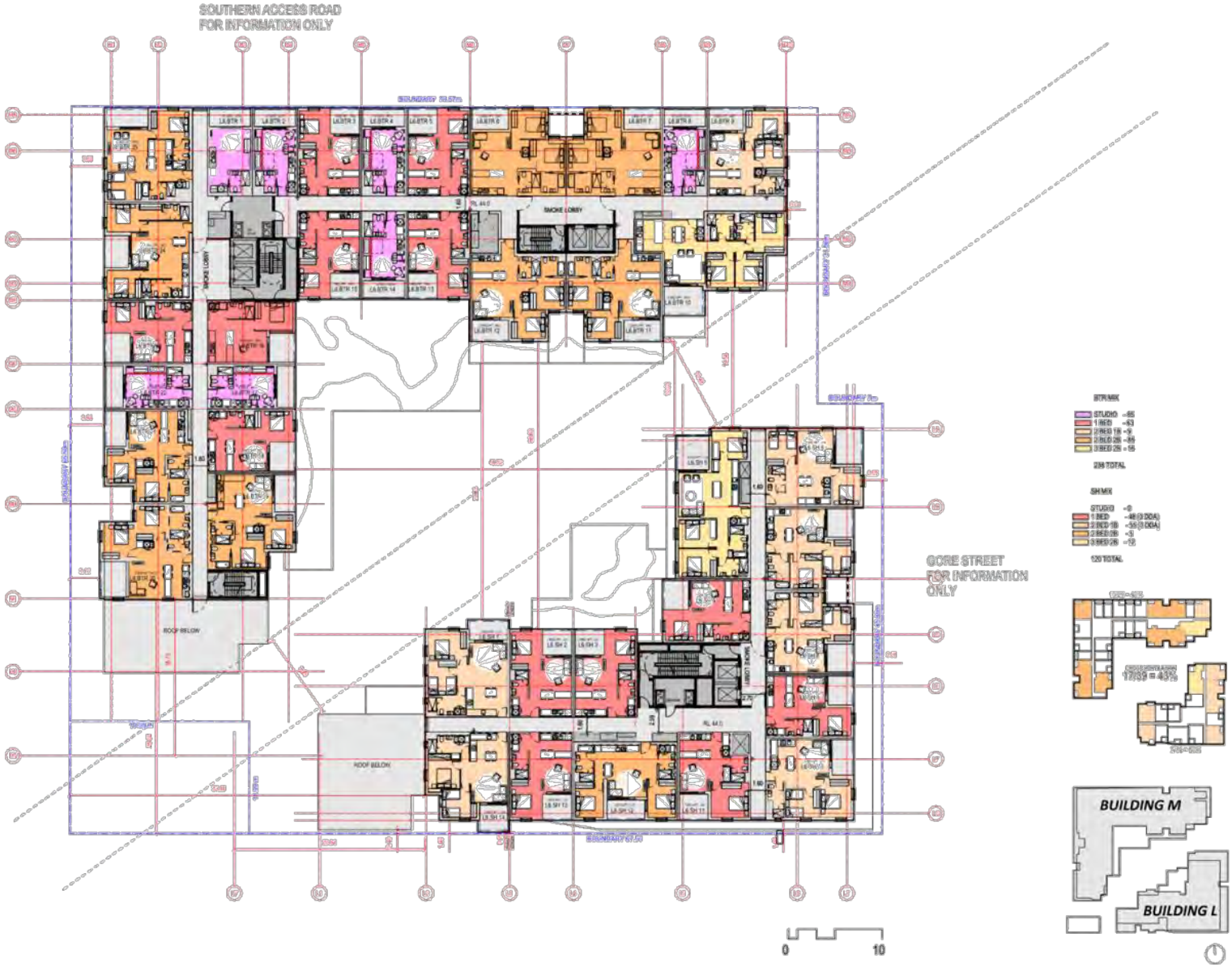
TP-A1106[05]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



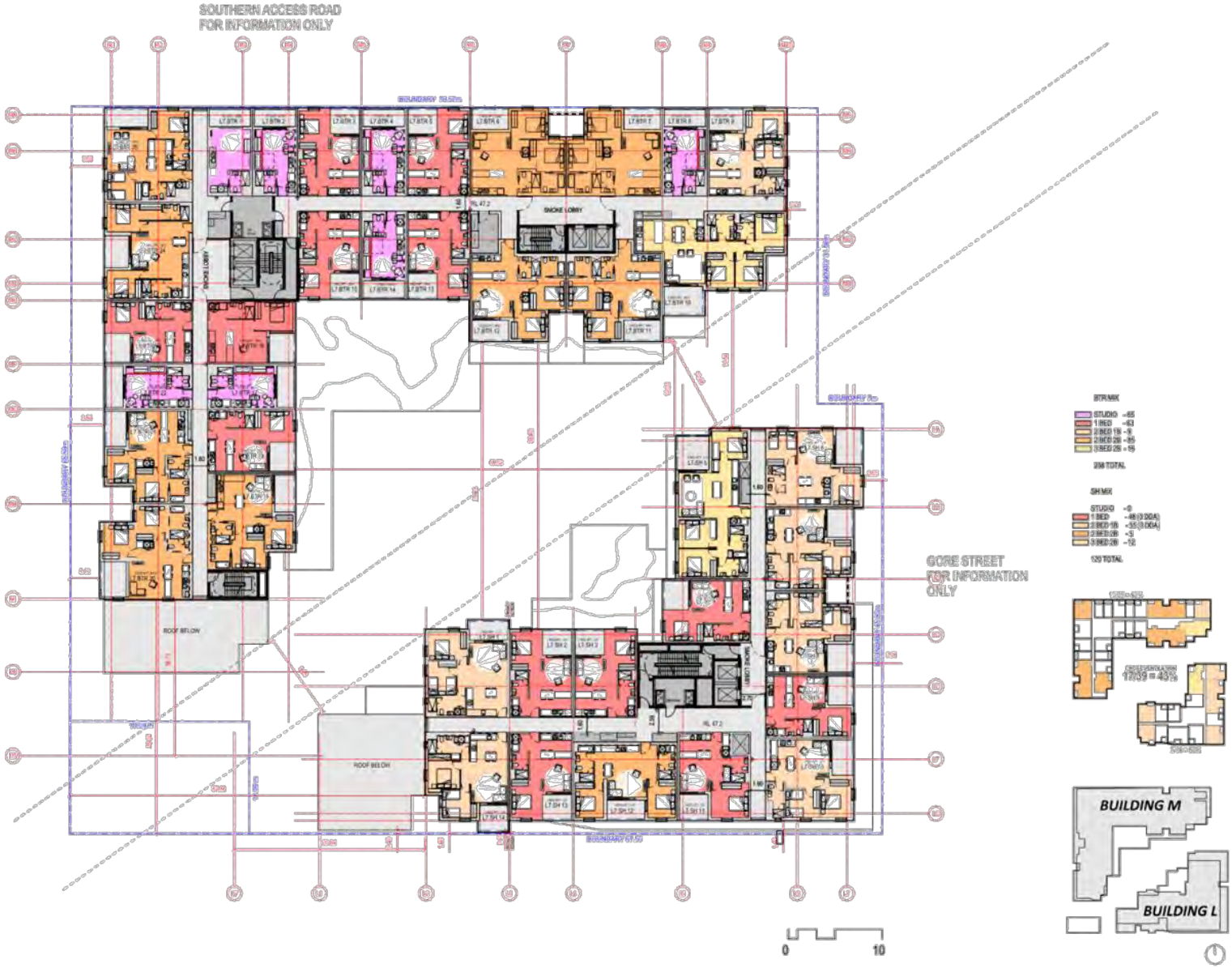
TOWN PLANNING
GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 5
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 /22/07/2022
TP-A1107[05]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.

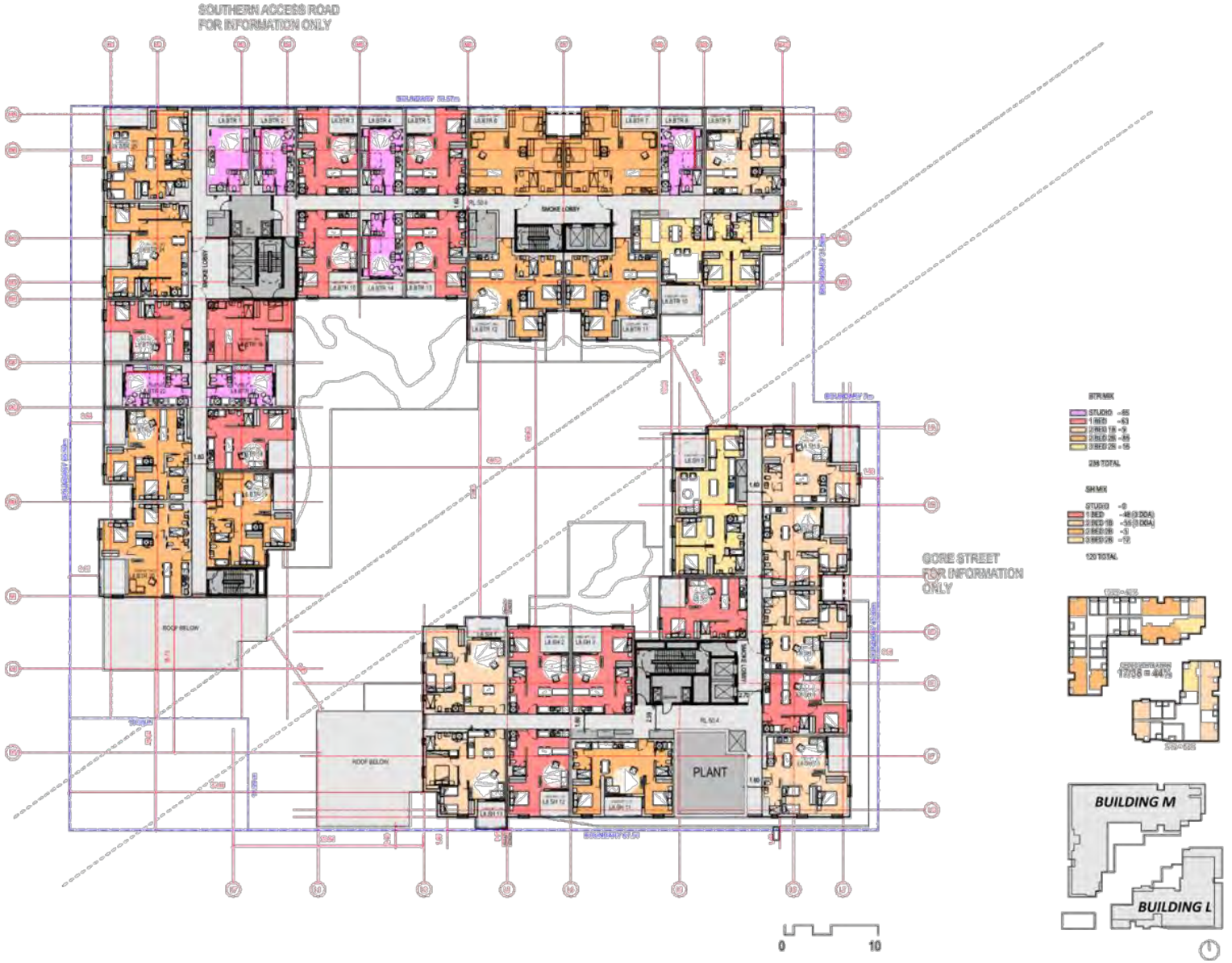


TOWN PLANNING
GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 6
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200 @ A1 / 22/07/2022
TP-A1108[05]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - LEVEL 8

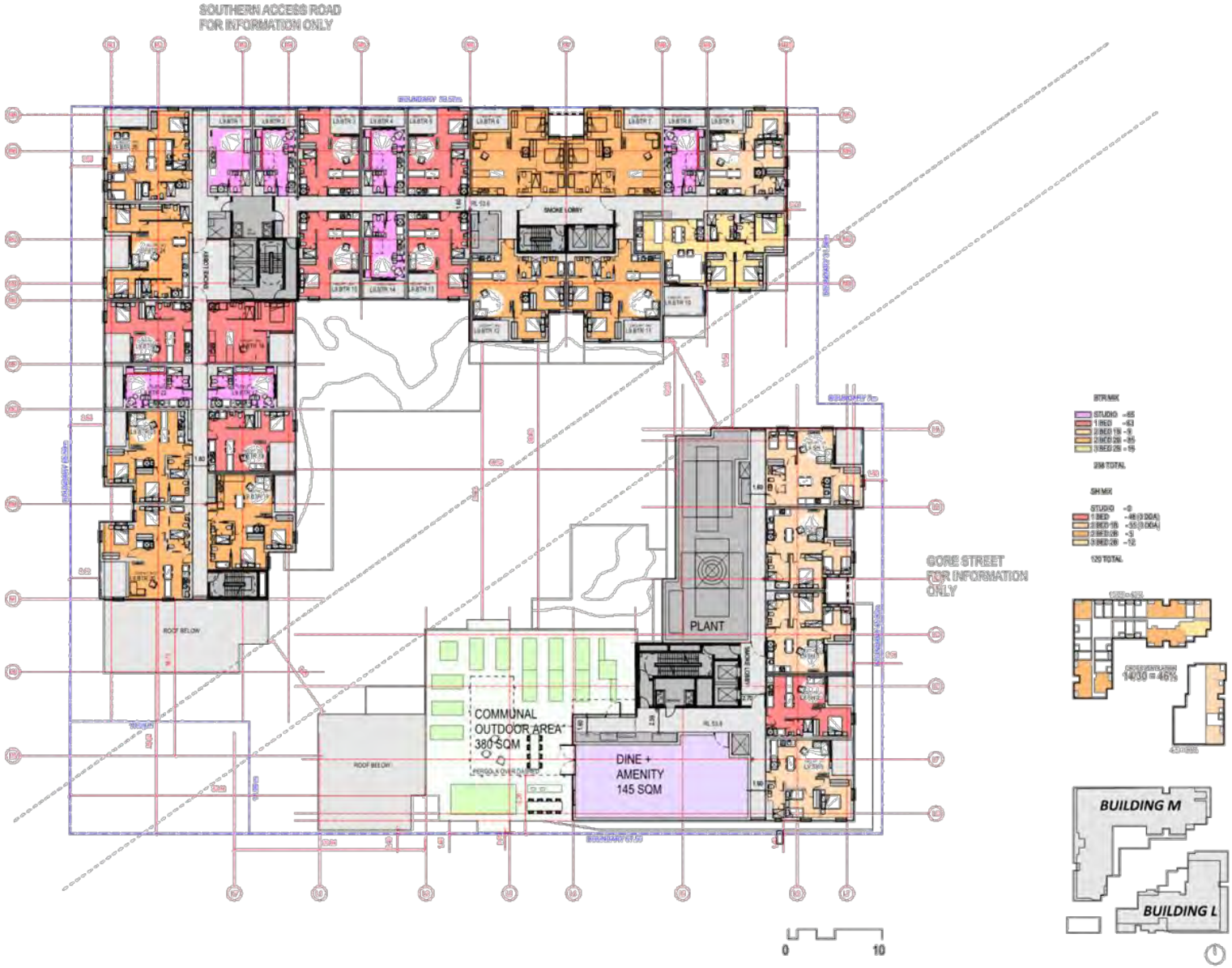
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

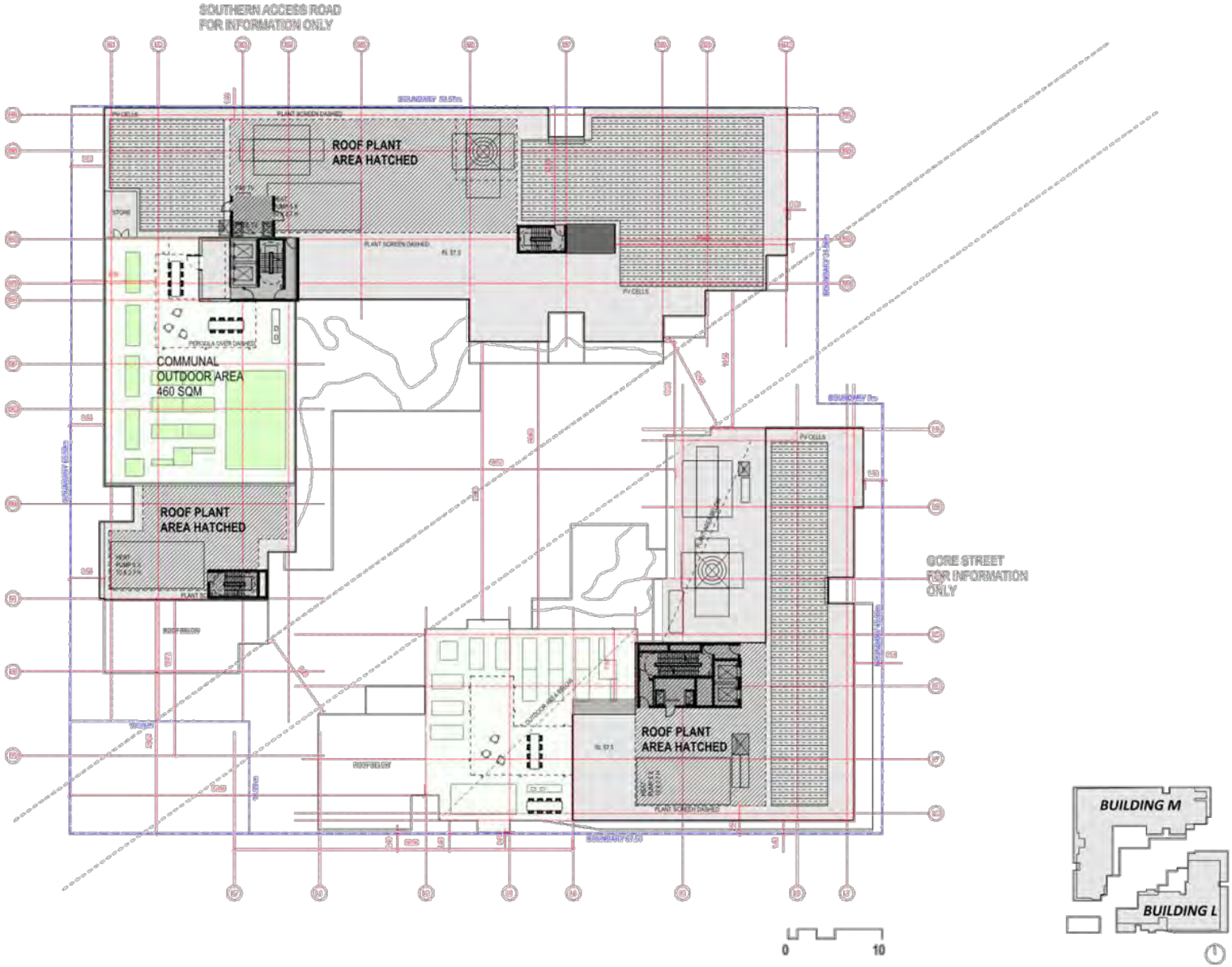
1:200 @ A1 / 22/07/2022

TP-A1110[05]

Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



Attachment 4 - Attachment 4 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B - Contains Architectural drawings.



TOWN PLANNING

GENERAL ARRANGEMENT FLOOR PLAN - ROOF PLAN

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

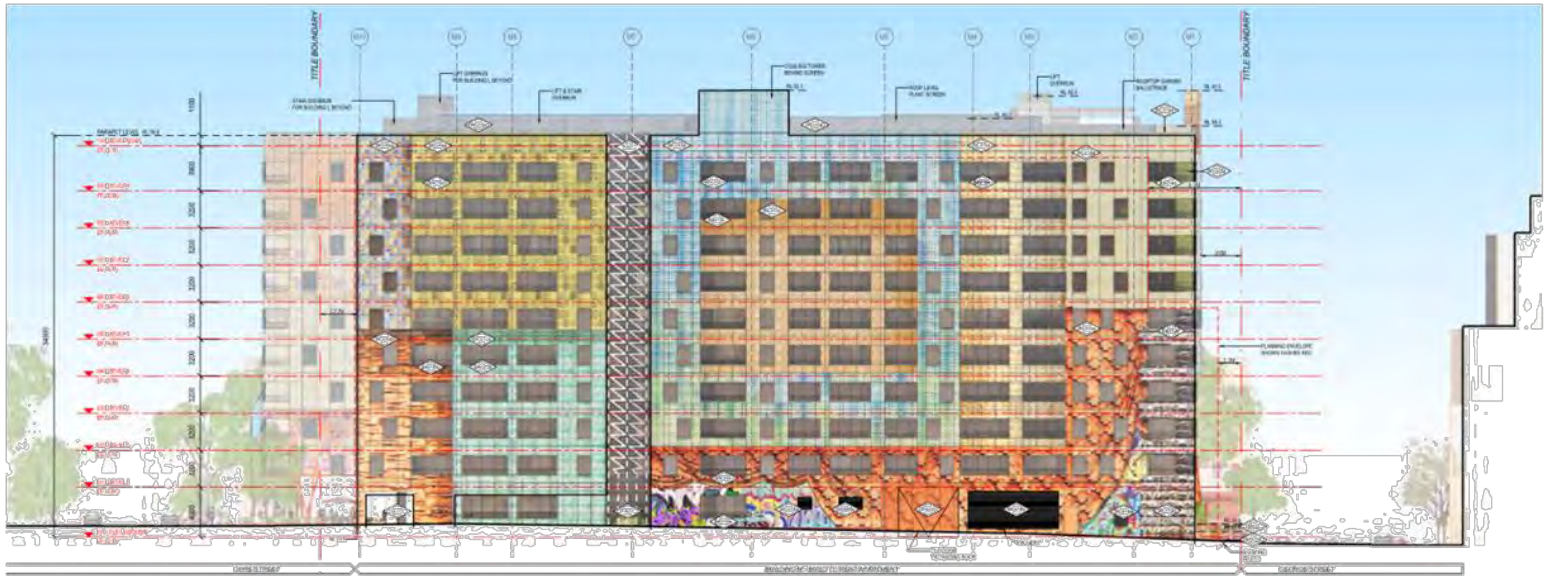
1:200 @ A1 /12/07/2022

TP-A1112[05]

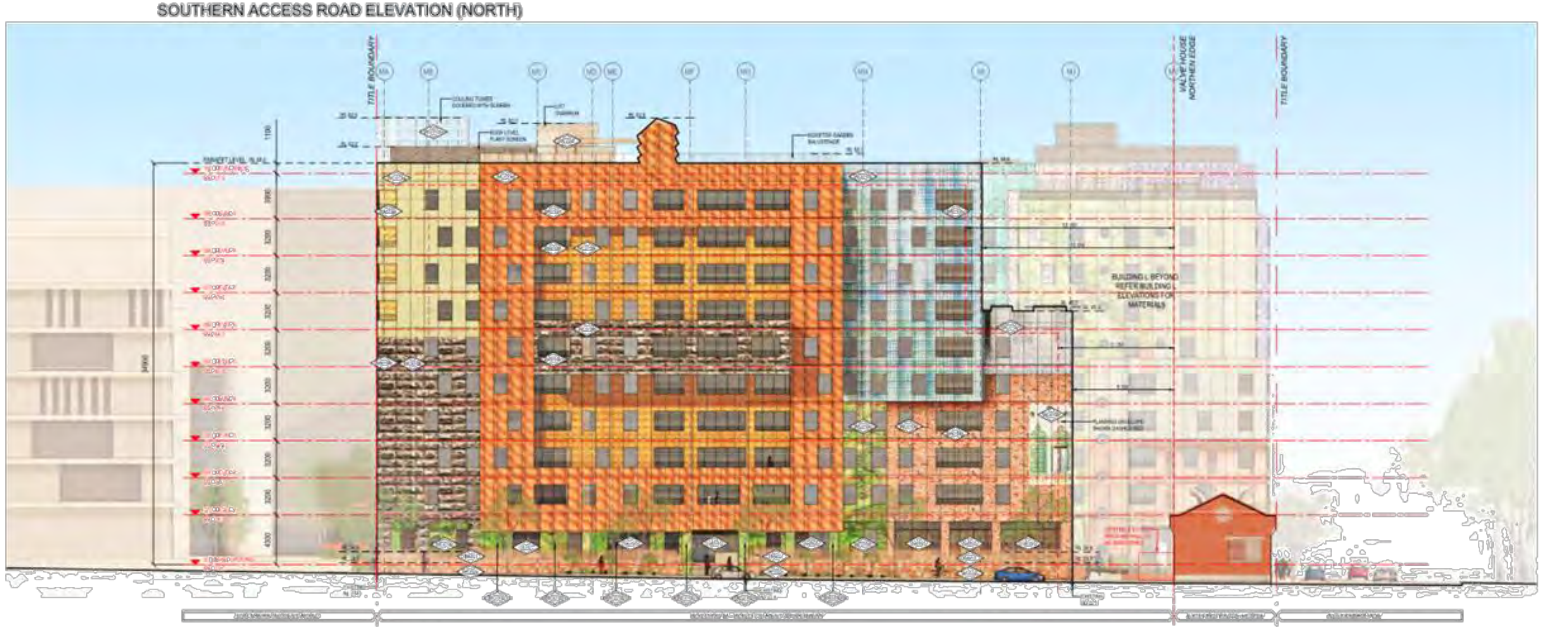
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

5.2
ELEVATIONS

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



SOUTHERN ACCESS ROAD ELEVATION (NORTH)



GEORGE STREET ELEVATION (WEST)

LEGEND

TOWN PLANNING

SOUTHERN ACCESS ROAD & GEORGE STREET ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2000[03]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



GORE STREET ELEVATION (EAST)



ALEXANDRA PARADE (SOUTH)

TOWN PLANNING

GORE STREET AND ALEXANDRA PARADE ELEVATIONS

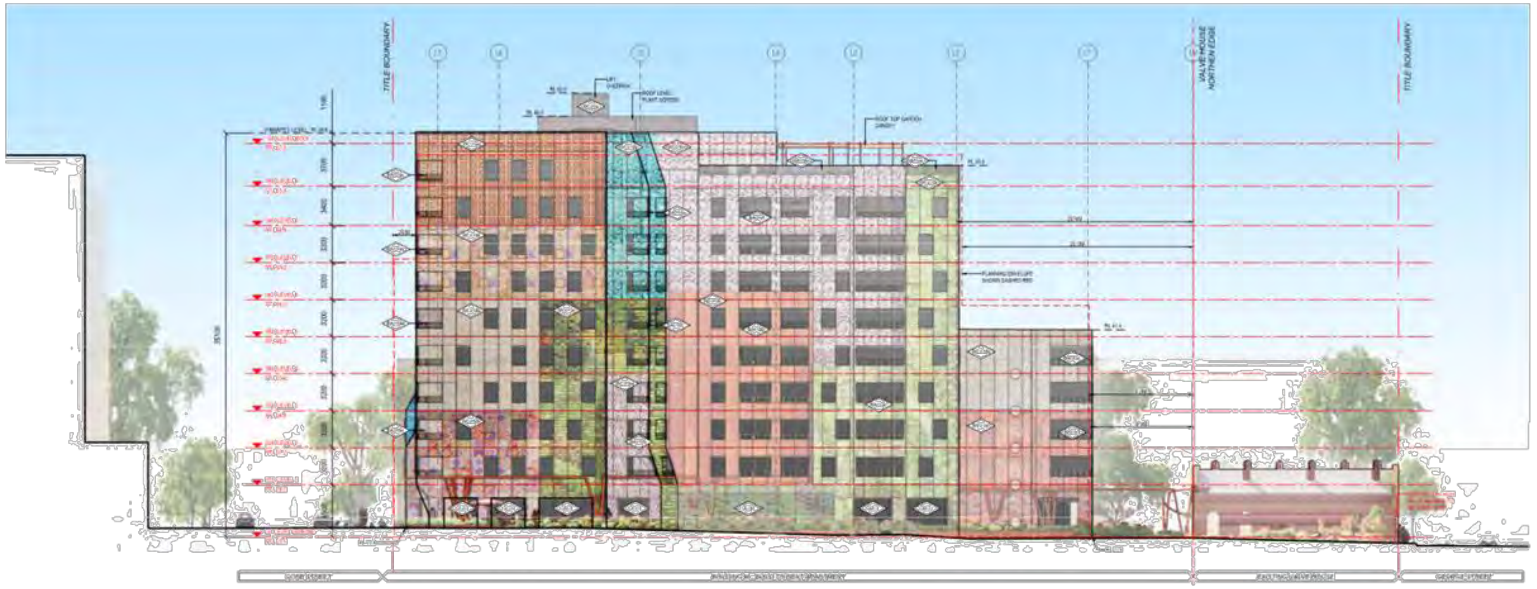
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:200@ A1 / 11/07/2022

TP-A2001[03]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING L - NORTH ELEVATION (COURTYARD)



BUILDING L - WEST ELEVATION (COURTYARD)

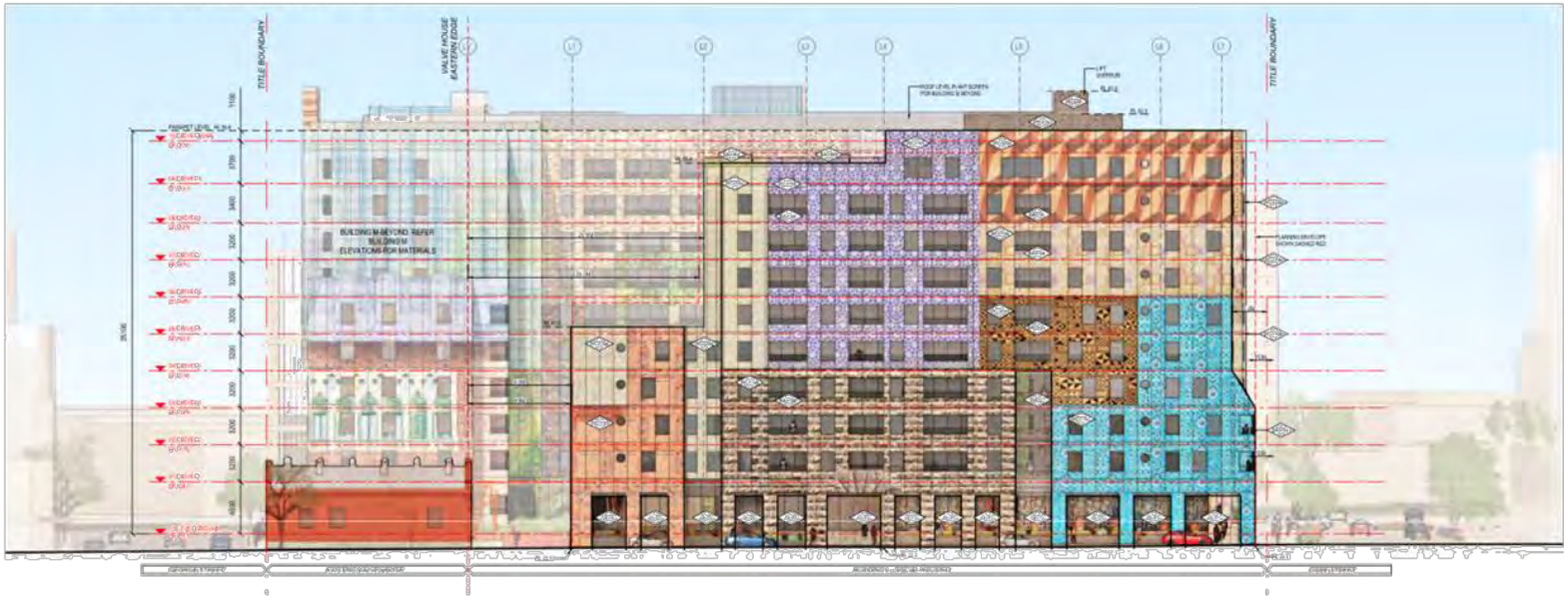
LEGEND

TOWN PLANNING
BUILDING L - NORTH & WEST ELEVATIONS
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 11/07/2022
TP-A2100[03]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING L - EAST ELEVATION (GORE STREET)



BUILDING L - SOUTH ELEVATION (ALEXANDRA PARADE)

LEGEND

TOWN PLANNING

BUILDING L - EAST & SOUTH ELEVATIONS

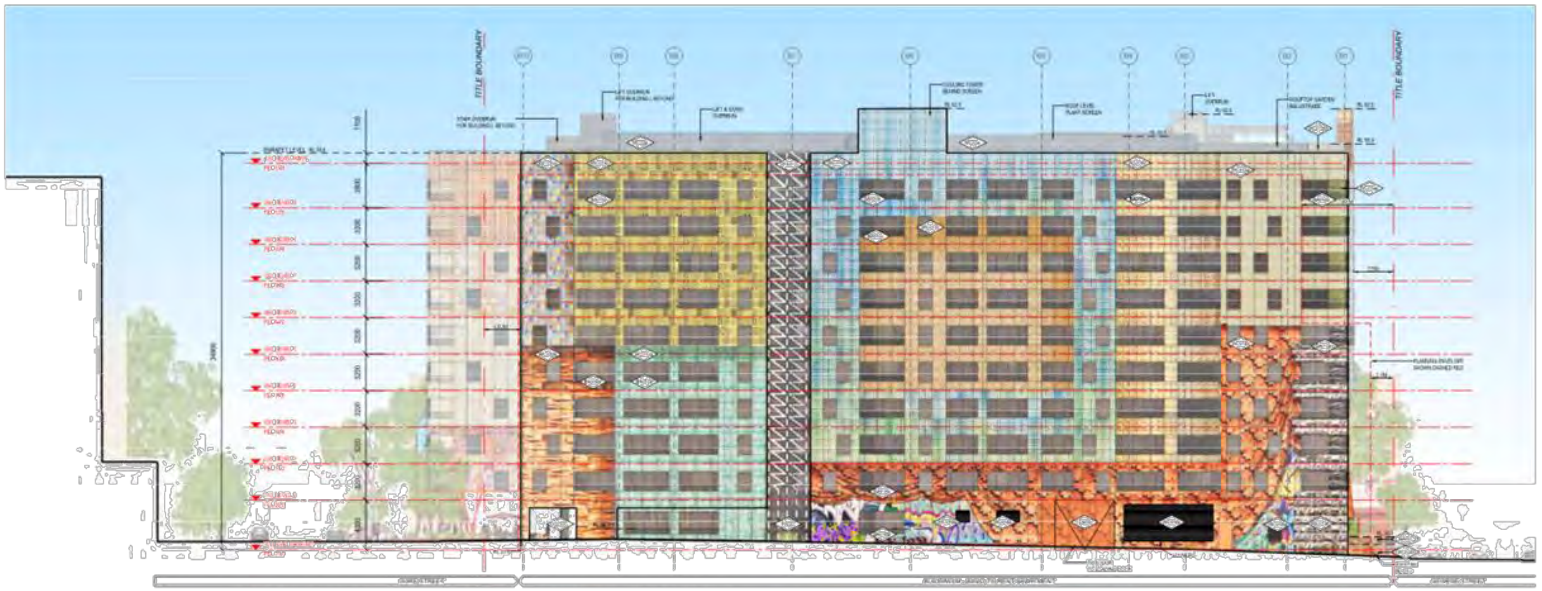
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

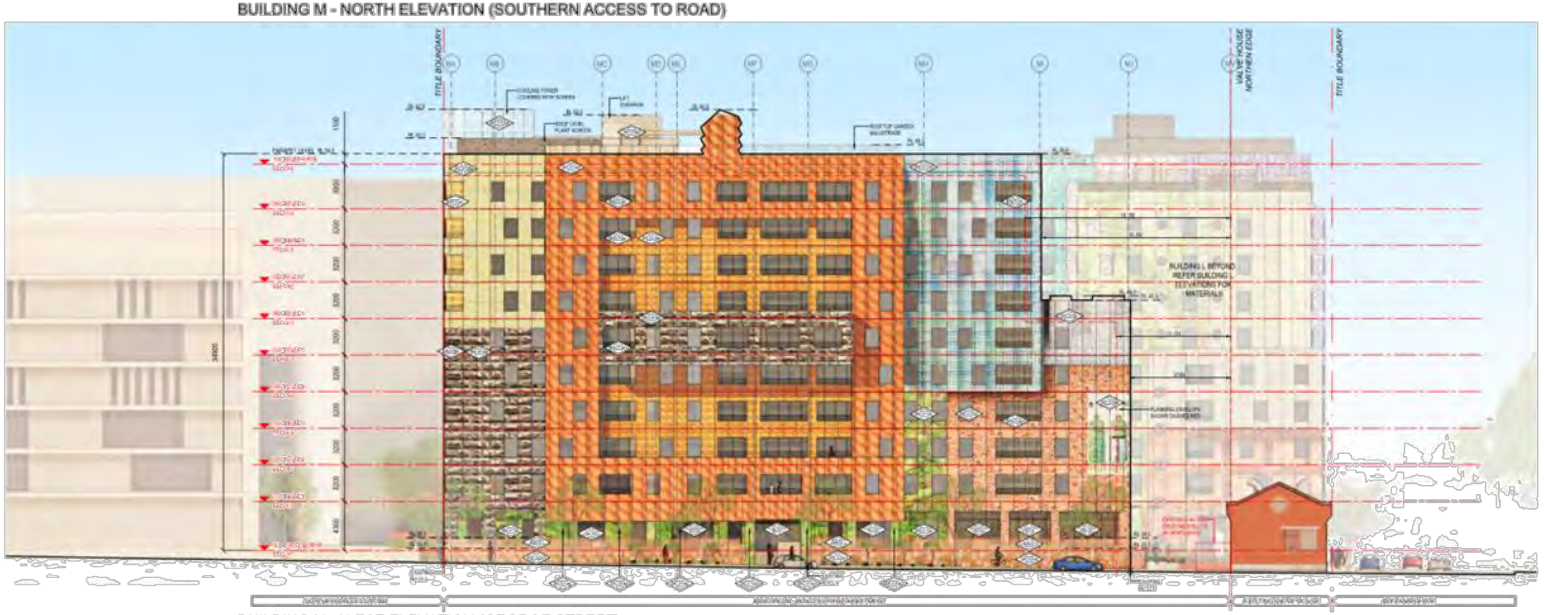
1:200@ A1 / 11/07/2022

TP-A2101[03]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING M - NORTH ELEVATION (SOUTHERN ACCESS TO ROAD)



BUILDING M - WEST ELEVATION (GEORGE STREET)

TOWN PLANNING
BUILDING M - NORTH & WEST ELEVATIONS
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 11/07/2022
TP-A2200[03]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING M - EAST ELEVATION (GORE STREET & COURTYARD)



BUILDING M - SOUTH ELEVATION (COURTYARD)

ARM

TOWN PLANNING

BUILDING M - EAST & SOUTH ELEVATIONS

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

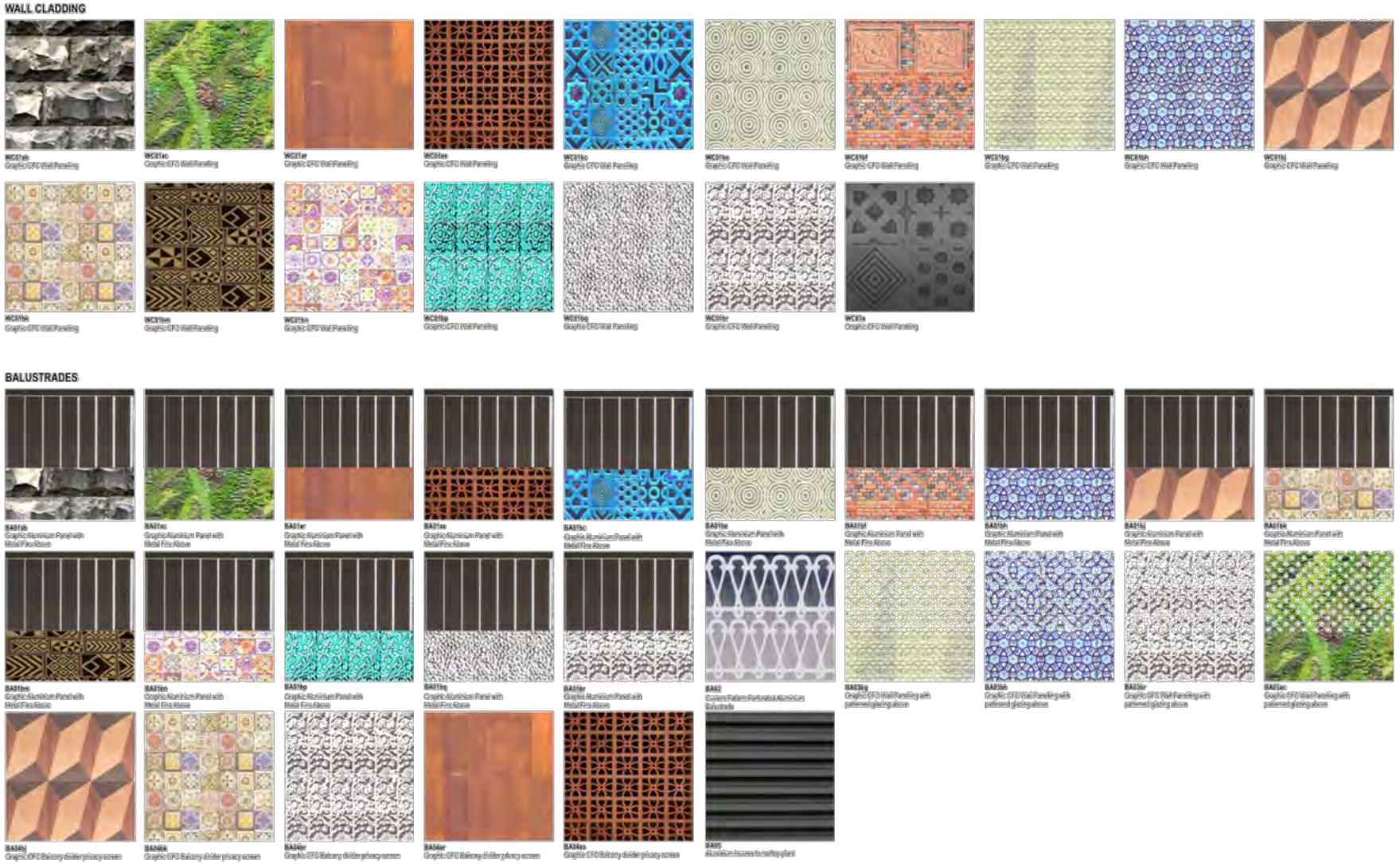
1:200@ A1 / 11/07/2022

TP-A2201[03]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

5.3
MATERIALS

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



TOWN PLANNING
MATERIALS BOARD - BUILDING L
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A1 / 25/05/2022
TP-A2400[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

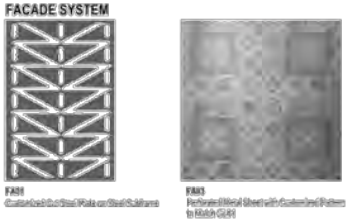
FLOORING



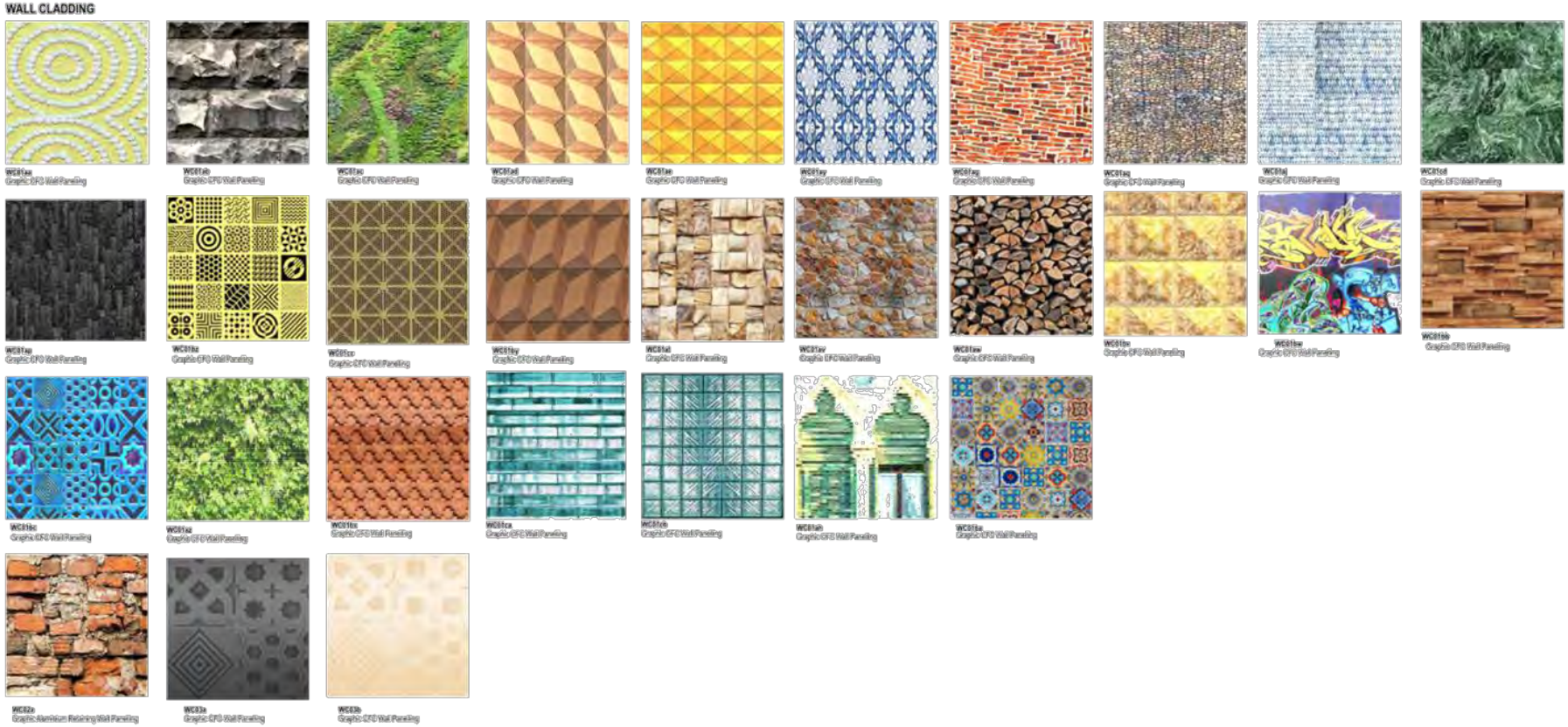
GLAZING



FACADE SYSTEM

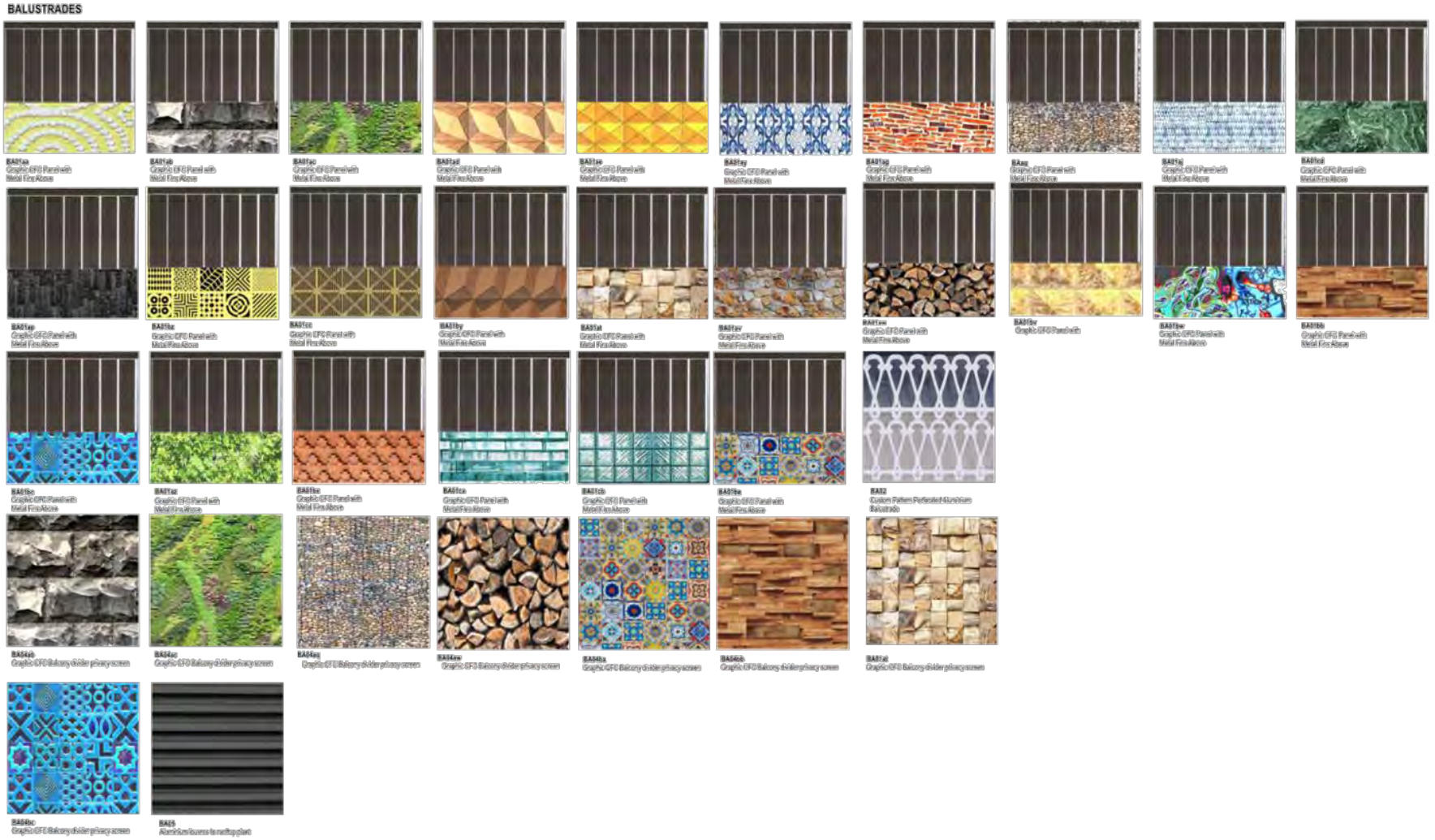


Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



TOWN PLANNING
MATERIALS BOARD - BUILDING M
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A1 / 24/06/2022
TP-A2402[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



TOWN PLANNING
MATERIALS BOARD - BUILDING M
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A1 / 24/06/2022
TP-A2403[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

FLOORING



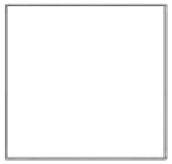
GLAZING



FACADE SYSTEM



DEDICATED ZONE



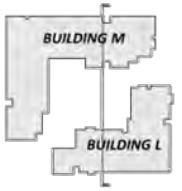
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

5.4
SECTIONS

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

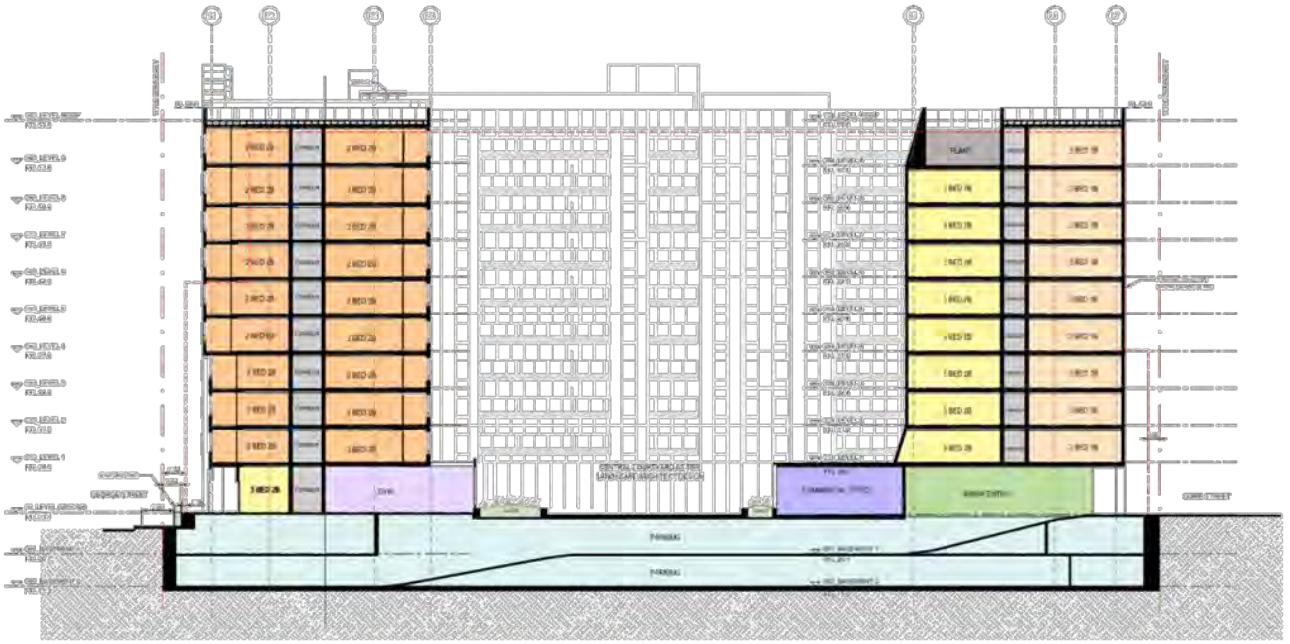


SITE SECTION - SOUTH-NORTH



TOWN PLANNING
SITE SECTIONS
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 26/05/2022
TP-A-3000[01][00]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

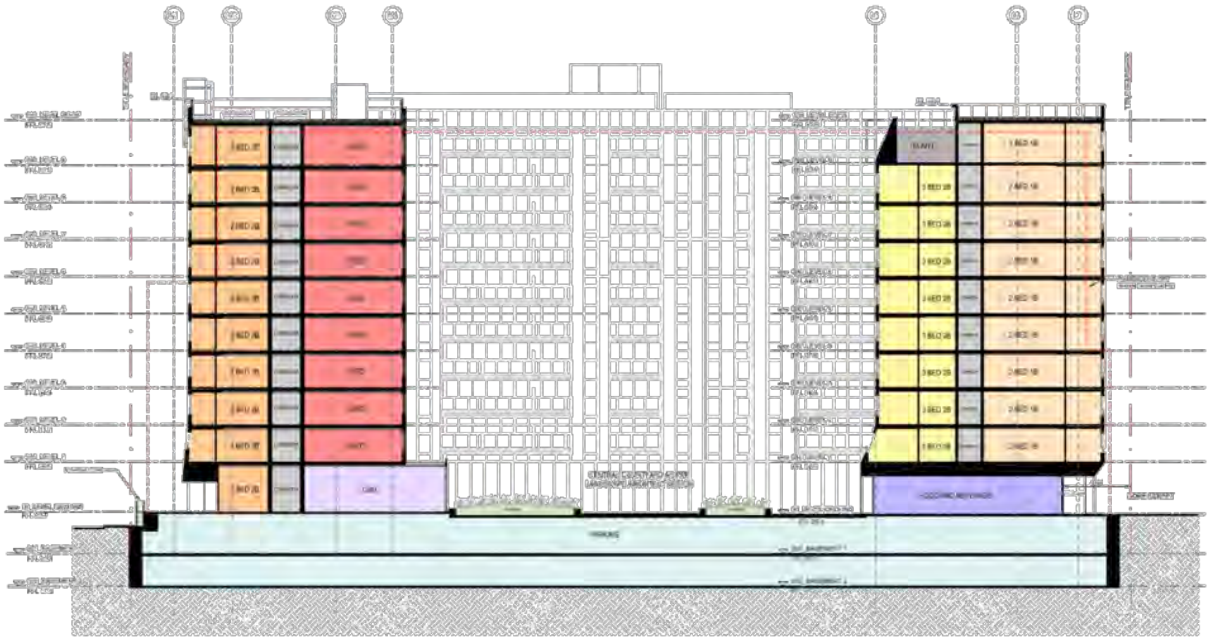


SITE SECTION - WEST-EAST 02



TOWN PLANNING
SITE SECTIONS
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 11/07/2022
TP-A-3001[02][00]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

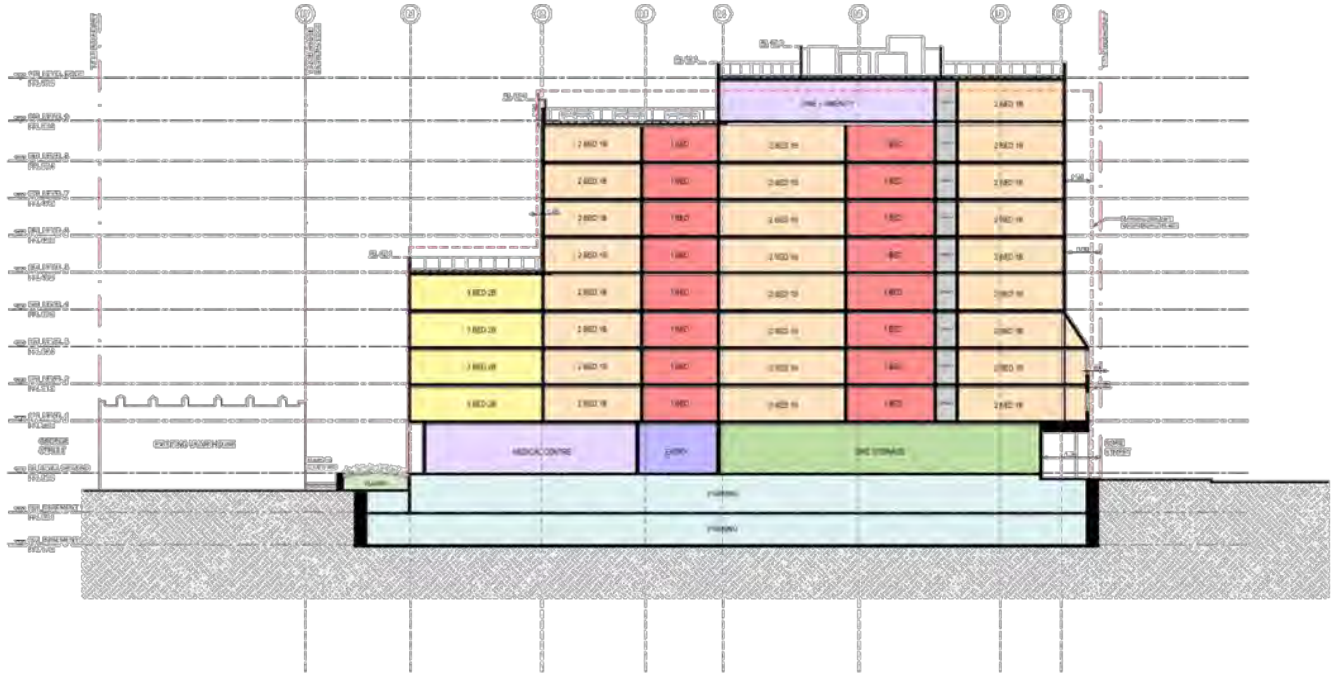


SITE SECTION - WEST-EAST 01



TOWN PLANNING
SECTION- GEORGE STREET
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 11/07/2022
TP-A-3002[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING L - GORE STREET



TOWN PLANNING

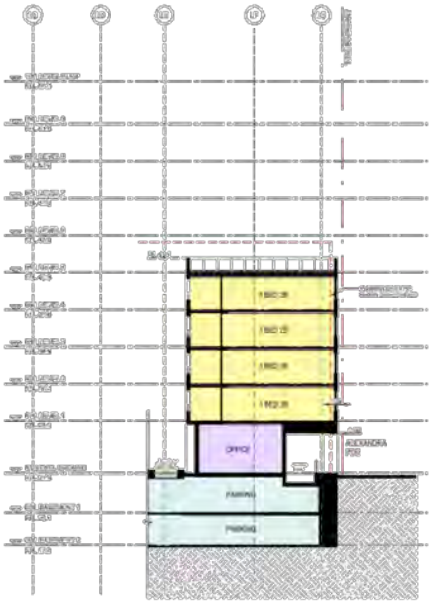
SECTION - GORE STREET

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 11/07/2022

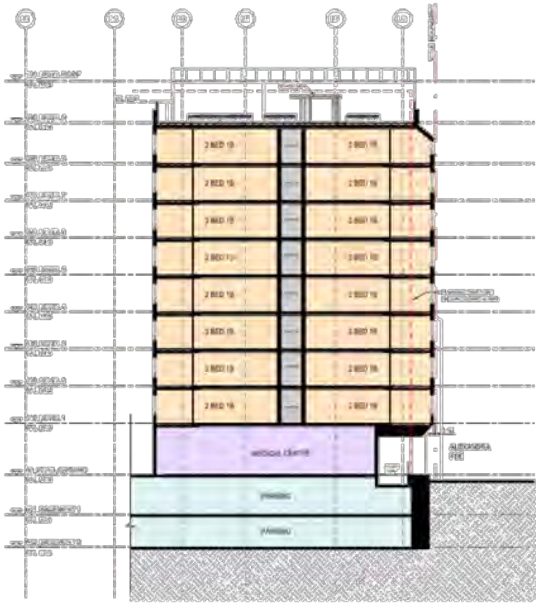
TP-A-3100[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



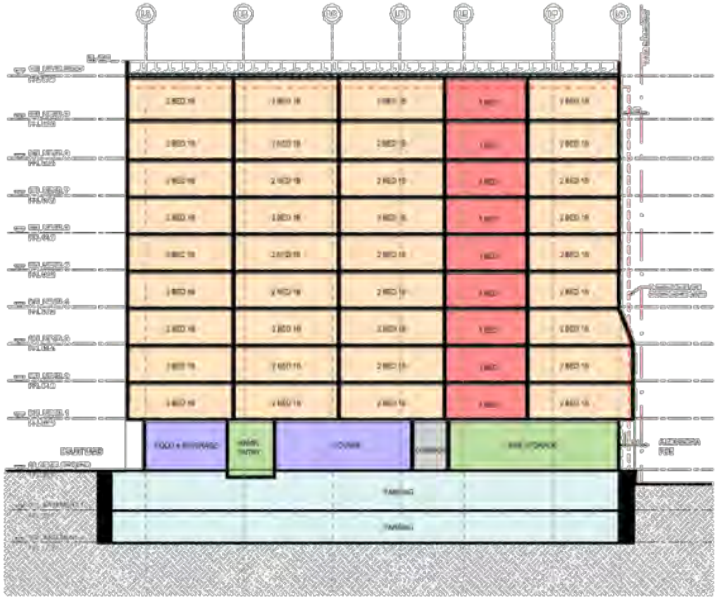
BUILDING L - ALEXANDRA PARADE





BUILDING L - ALEXANDRA PARADE



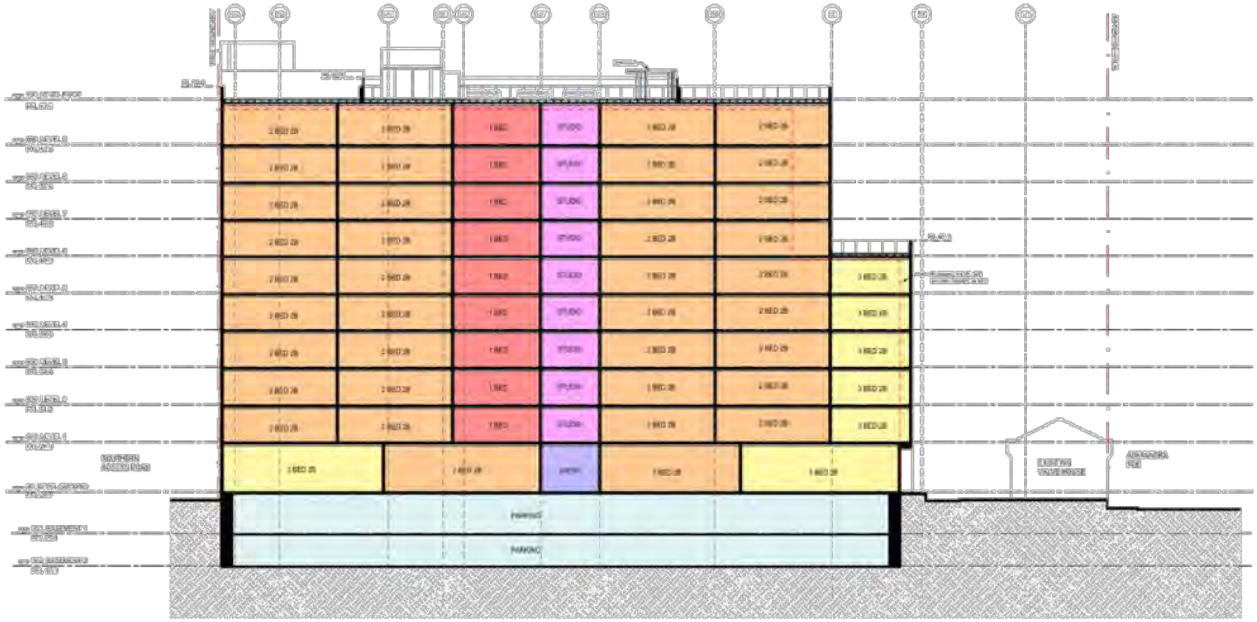


BUILDING L - ALEXANDRA PARADE



TOWN PLANNING
SECTION - ALEXANDRA PARADE
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 12/07/2022
TP-A-3101[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

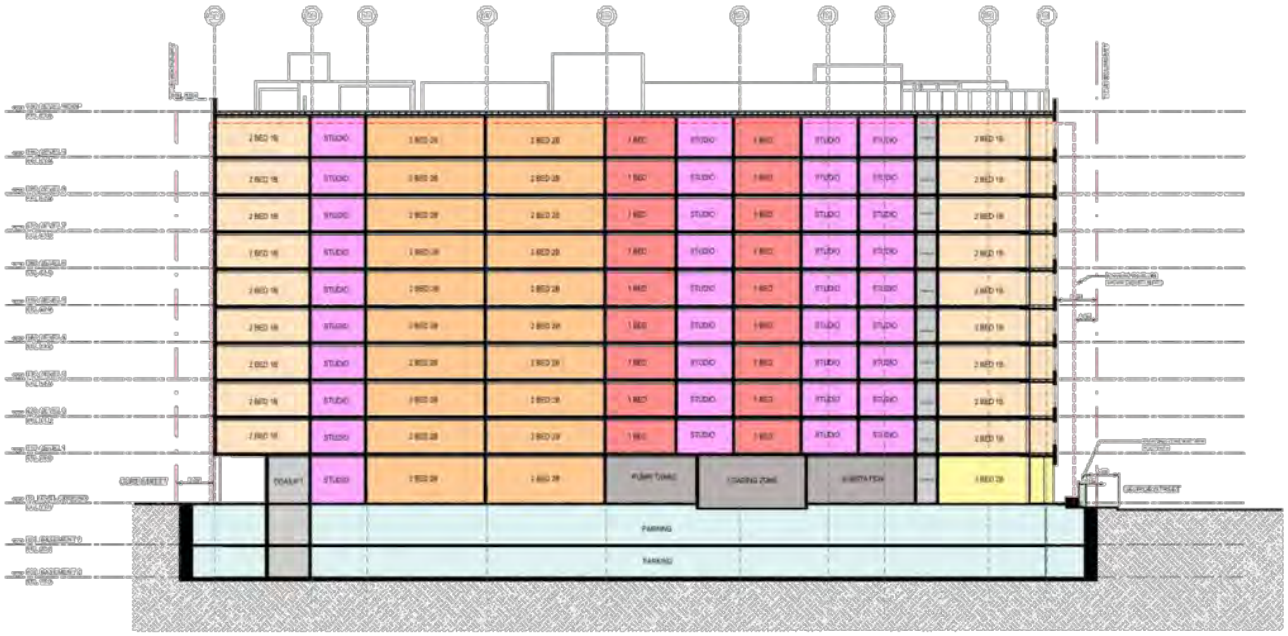


BUILDING M - ALEXANDRA PARADE



TOWN PLANNING
SECTION- ALEXANDRA PARADE
FITZROY GASWORKS – PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 26/05/2022
TP-A-3102[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING M - GEORGE STREET 01

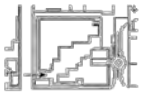


TOWN PLANNING
SECTION- GEORGE STREET
FITZROY GASWORKS - PHASE 2A
FITZROY GASWORKS, FITZROY, VIC
1:200@ A1 / 12/07/2022
TP-A-3103[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING M - GEORGE STREET AND ALEXANDRA PDE



TOWN PLANNING

STREET SECTIONS - ALEXANDRA PARADE

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

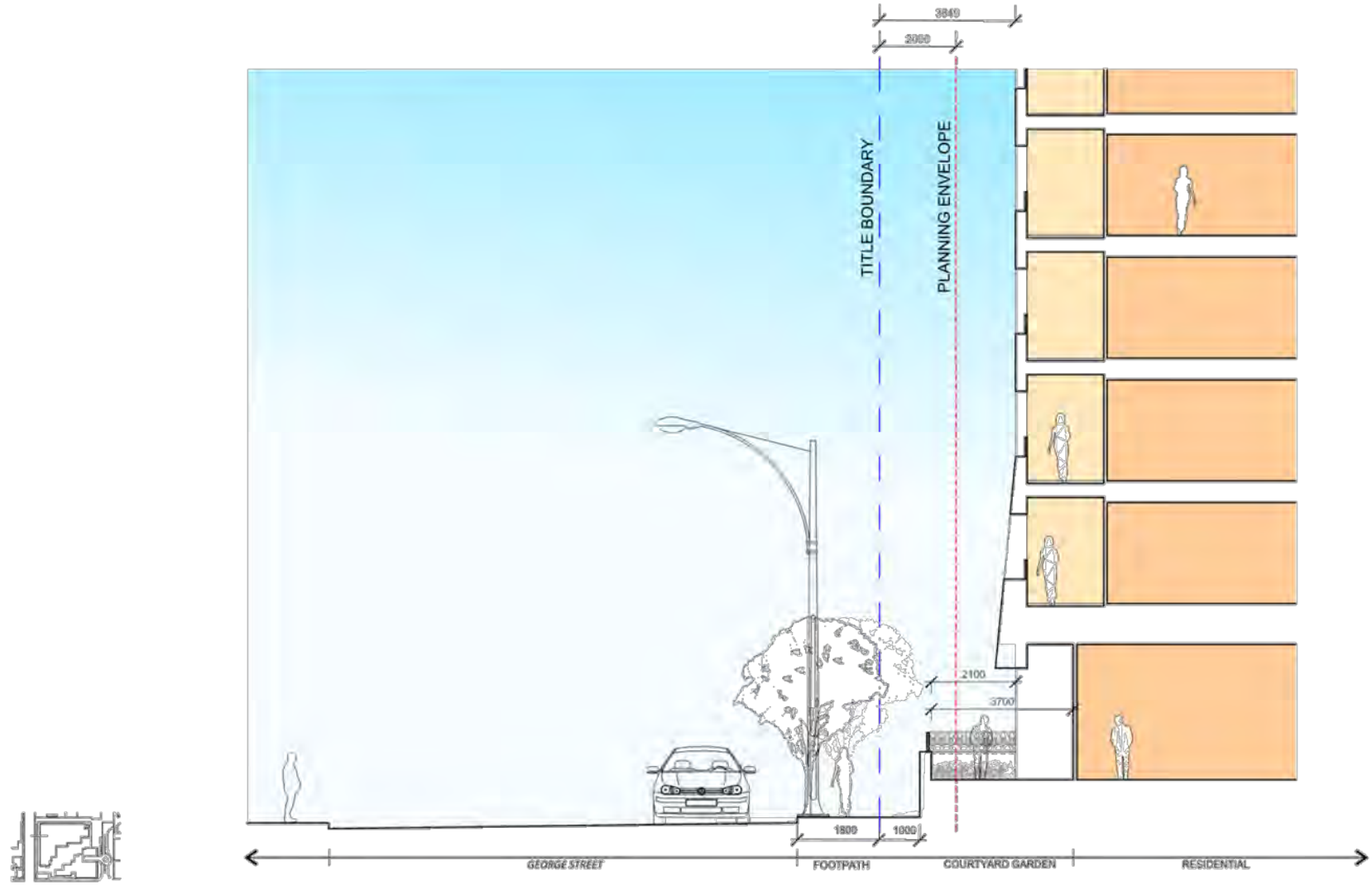
1:58@ A1 / 26/05/2022

TP-A-3202[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING M - GEORGE STREET

ARM

TOWN PLANNING

STREET SECTIONS - GEORGE STREET

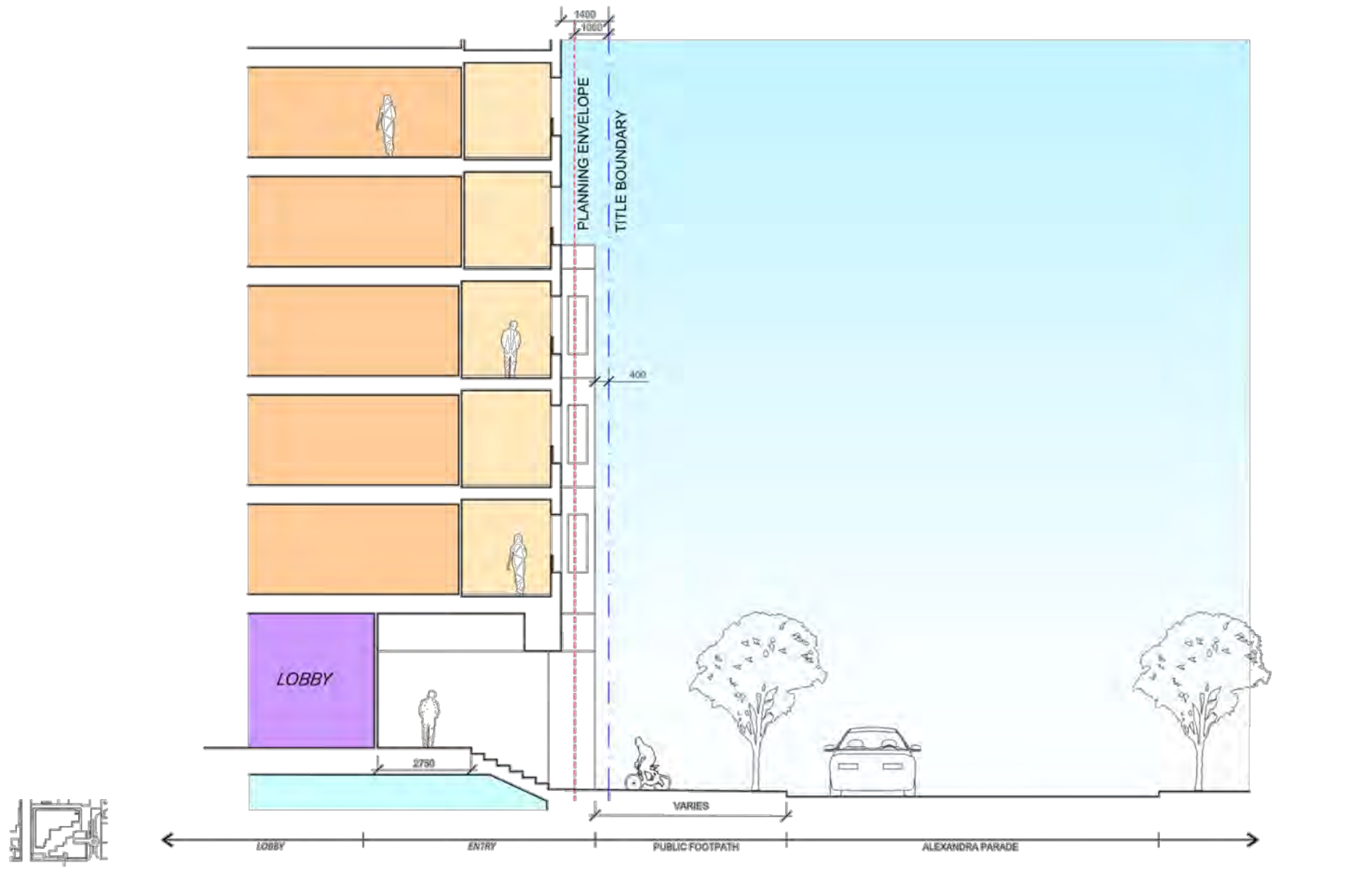
FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:50@ A1 / 26/05/2022

TP-A-3202[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BUILDING L - ALEXANDRA PARADE

ARM

TOWN PLANNING

STREET SECTIONS - ALEXANDRA PARADE

FITZROY GASWORKS - PARCEL A

FITZROY GASWORKS, FITZROY, VIC

1:50@ A1 / 26/05/2022

TP-A3207[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



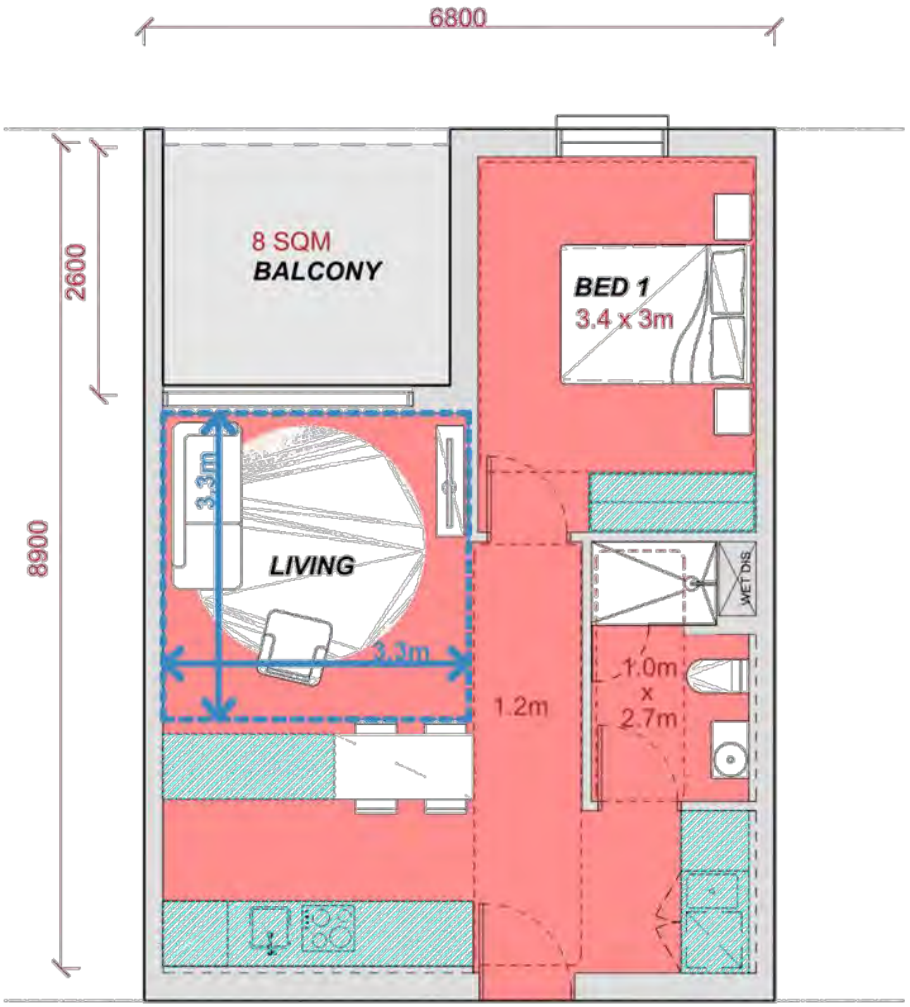
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

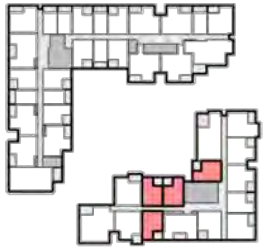
5.5
TYPICAL APARTMENT PLANS

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L01
Standard: 1 Bedroom | 1 Bathroom

INTERNAL AREA -	54.8 SQM
BALCONY AREA -	8 SQM
INT. STORAGE -	6.7 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES





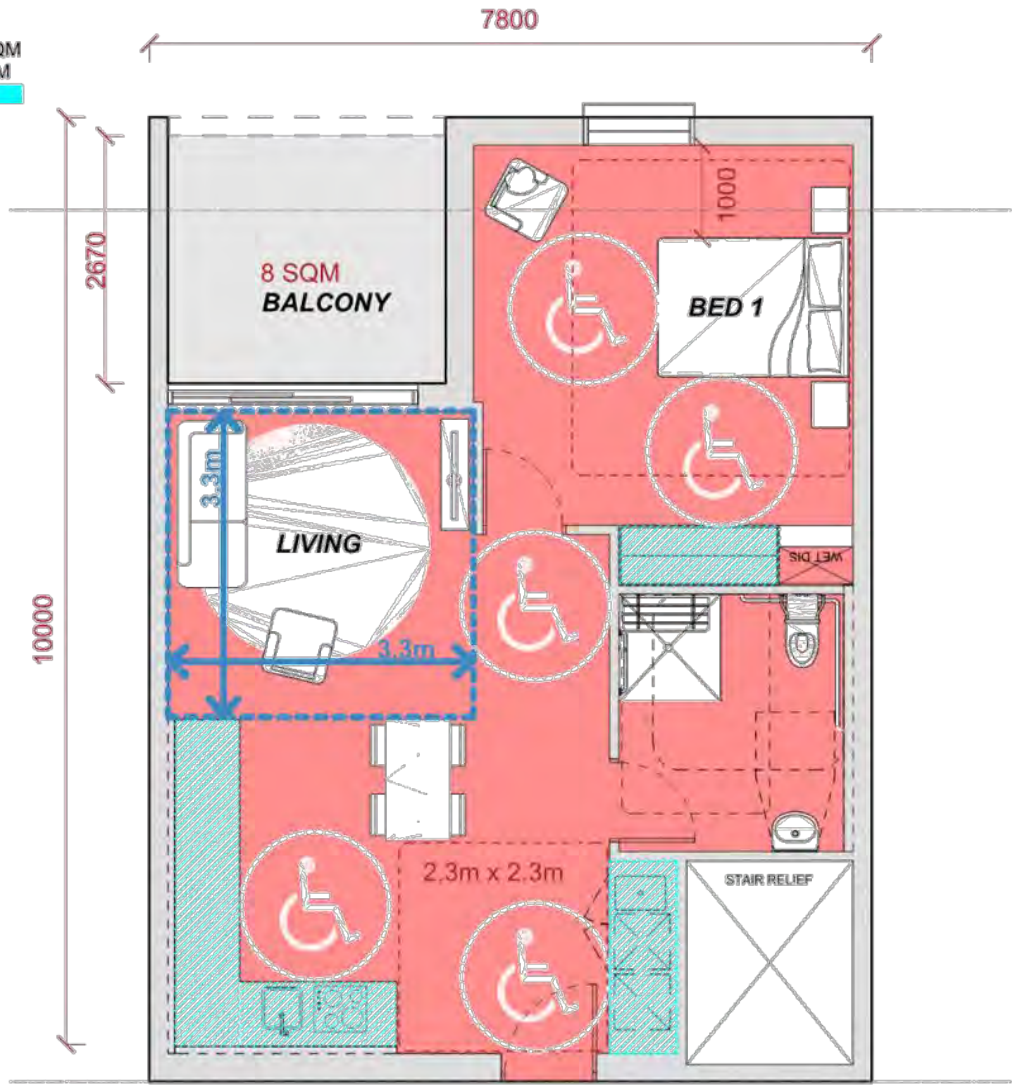
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L01
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5500[04]-A3~SH Apartment Plan - Type L01

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L02
DDA: 1 Bedroom | 1 Bathroom

INTERNAL AREA -	67.1 SQM
BALCONY AREA -	8.1 SQM
INT. STORAGE -	6.2 M³
DDA. COMPLIANT -	YES
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES





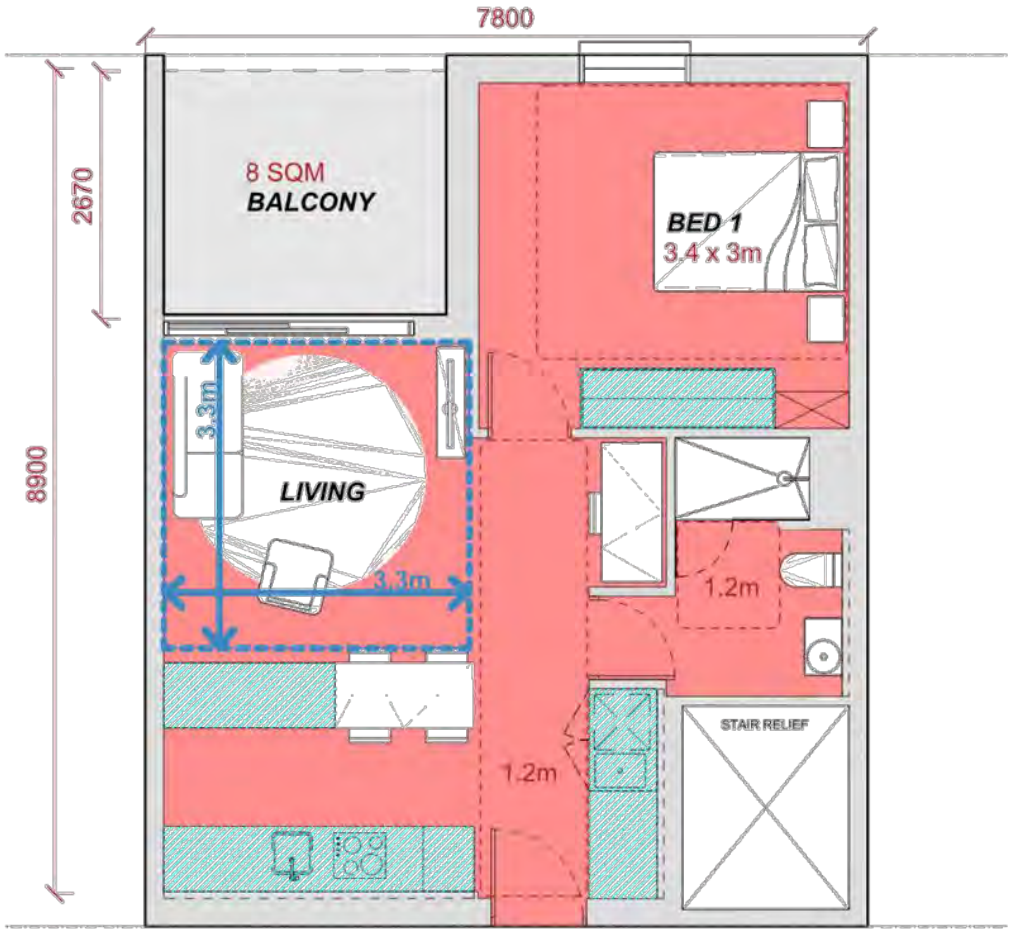
LVL 01 - 03
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L02
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5501[04]-A3™SH Apartment Plan - Type L02

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L03
Standard: 1 Bedroom | 1 Bathroom

INTERNAL AREA -	59.5 SQM
BALCONY AREA -	8.1 SQM
INT. STORAGE -	6.7 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES





TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L03
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5502[04]-A3™SH Apartment Plan - Type L03

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L04
Standard: 1 Bedroom | 1 Bathroom FLEX

INTERNAL AREA -	54.5 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	6.7 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES





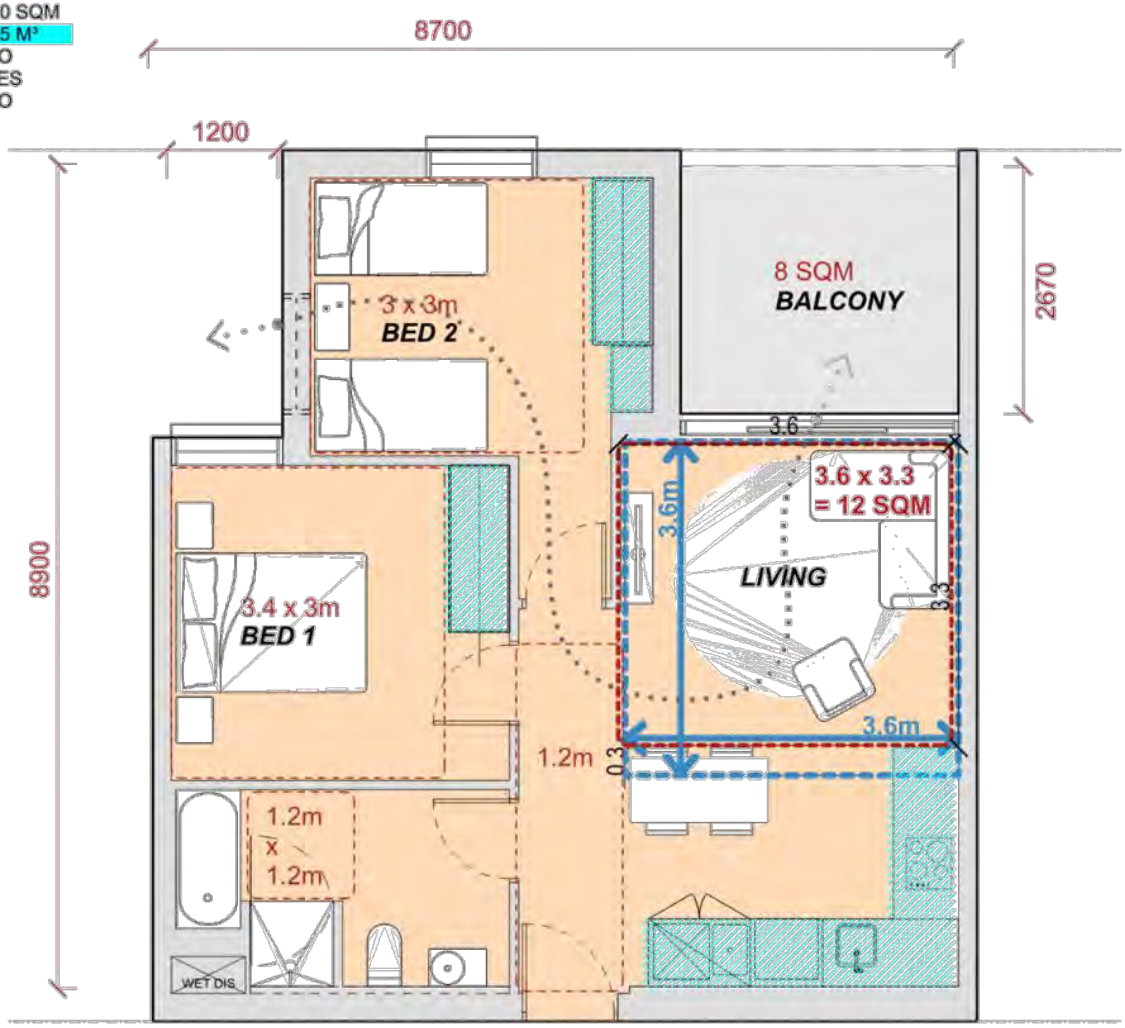
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L04
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5503[04]-A3™SH Apartment Plan - Type L04

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L05
FLEX: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	70.2 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.5 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	NO





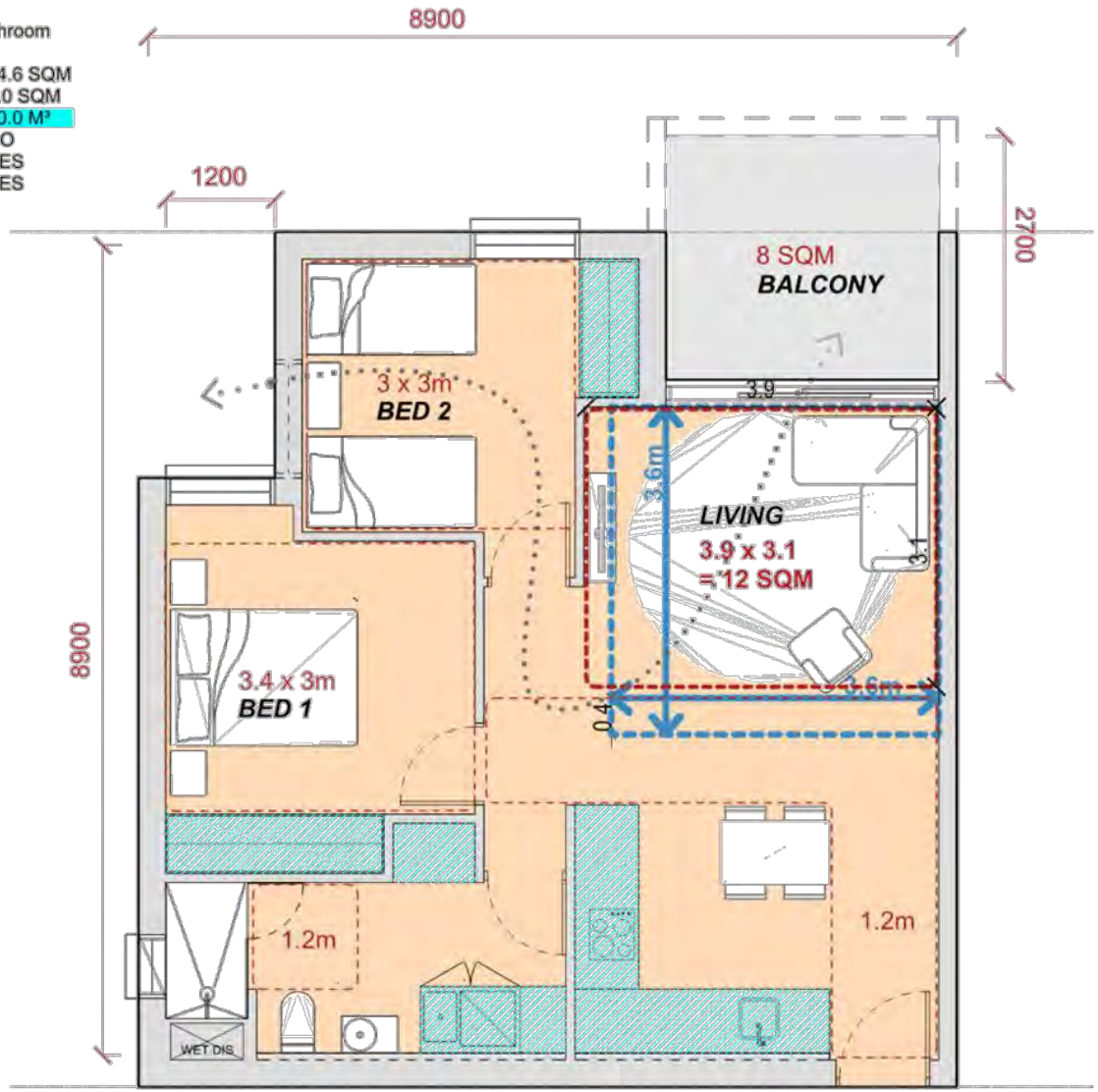
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L05
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 24/06/22

TP-A5504[04]-A3™SH Apartment Plan - Type L05

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L06
Standard: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	74.6 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	10.0 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





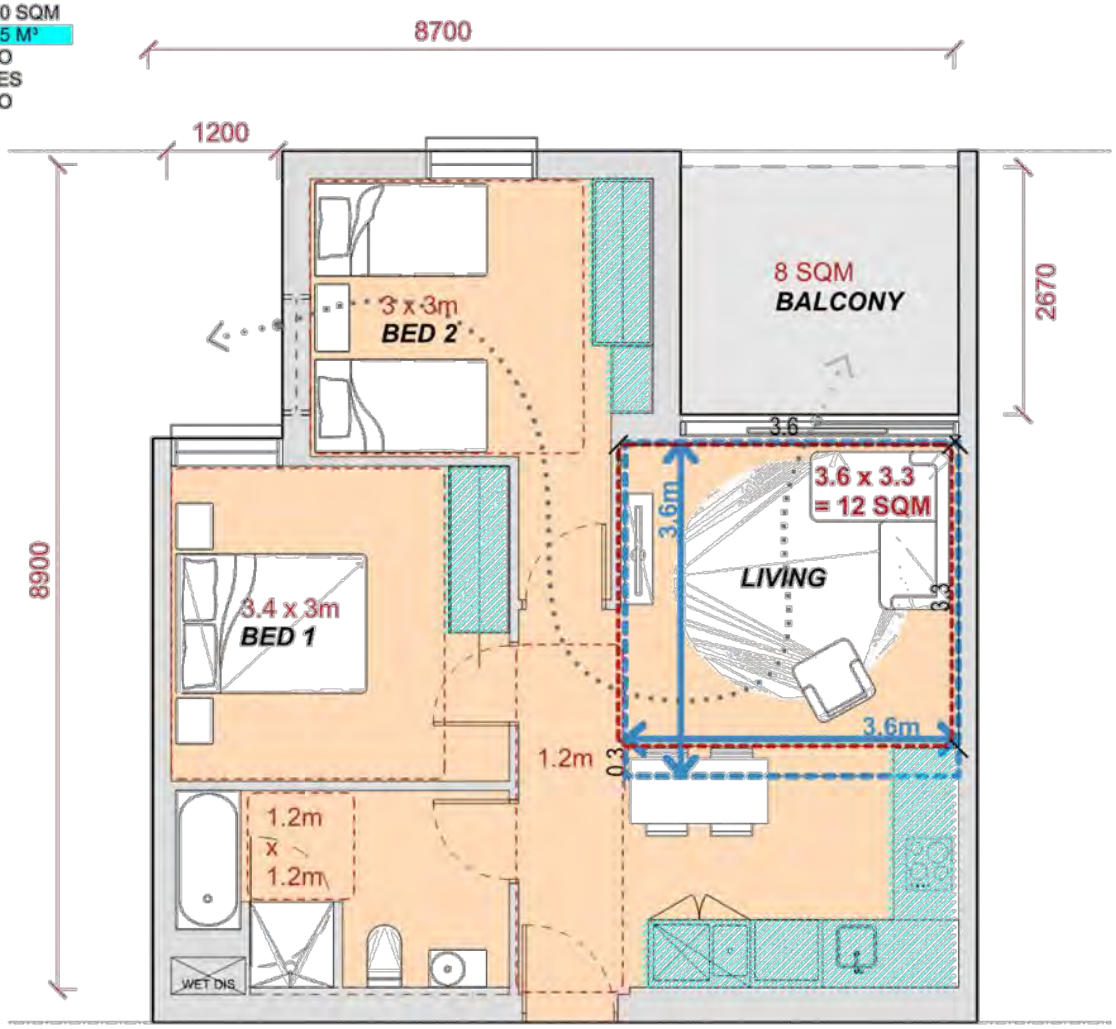
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L06
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5505[04]-A3~SH Apartment Plan - Type L06

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L07
Standard: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	70.2 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.5 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	NO





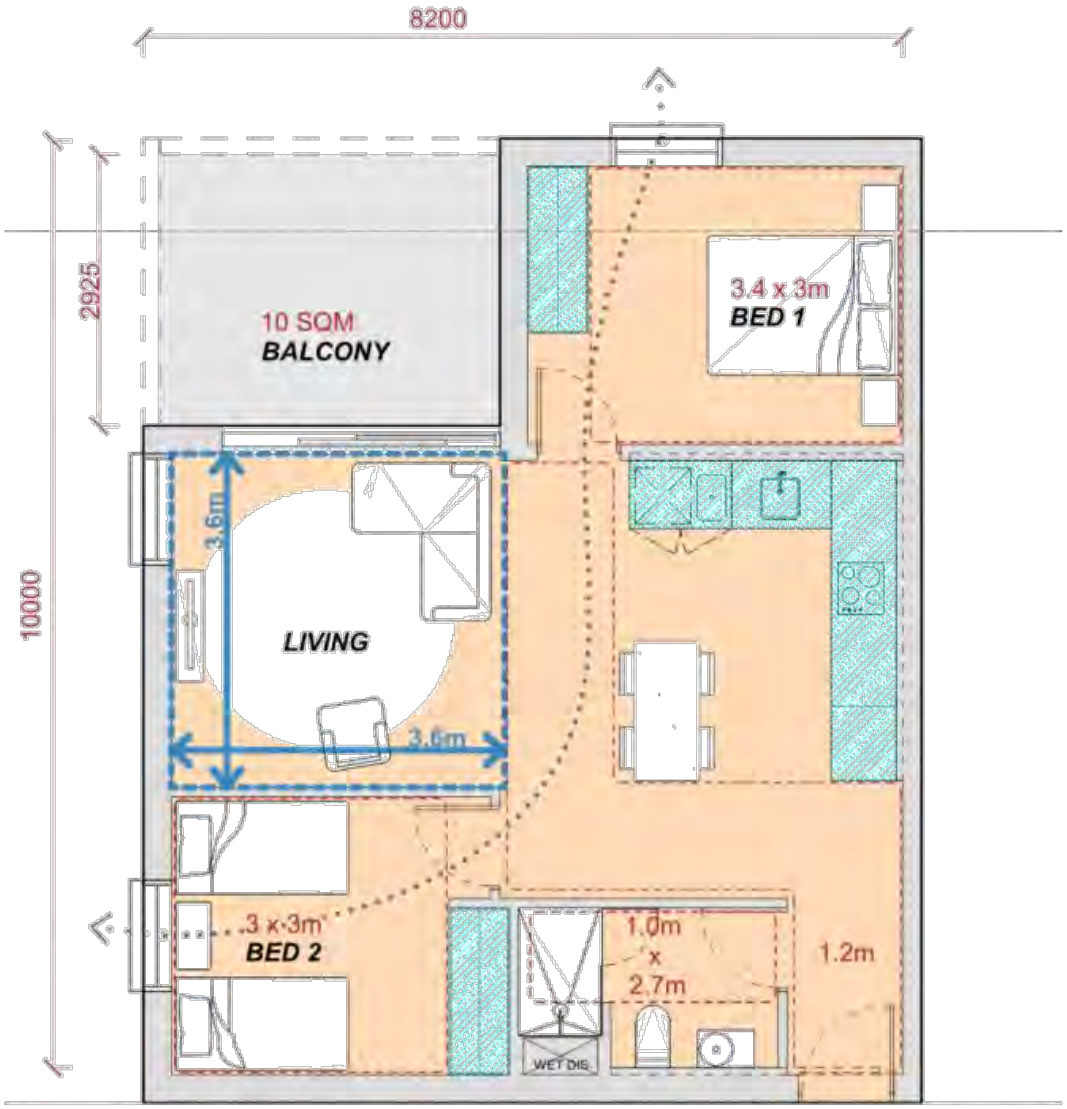
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L07
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 24/06/22

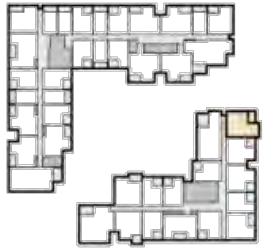
TP-A5506[04]-A3~SH Apartment Plan - Type L07

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L08
Corner: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	74.4 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.0 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





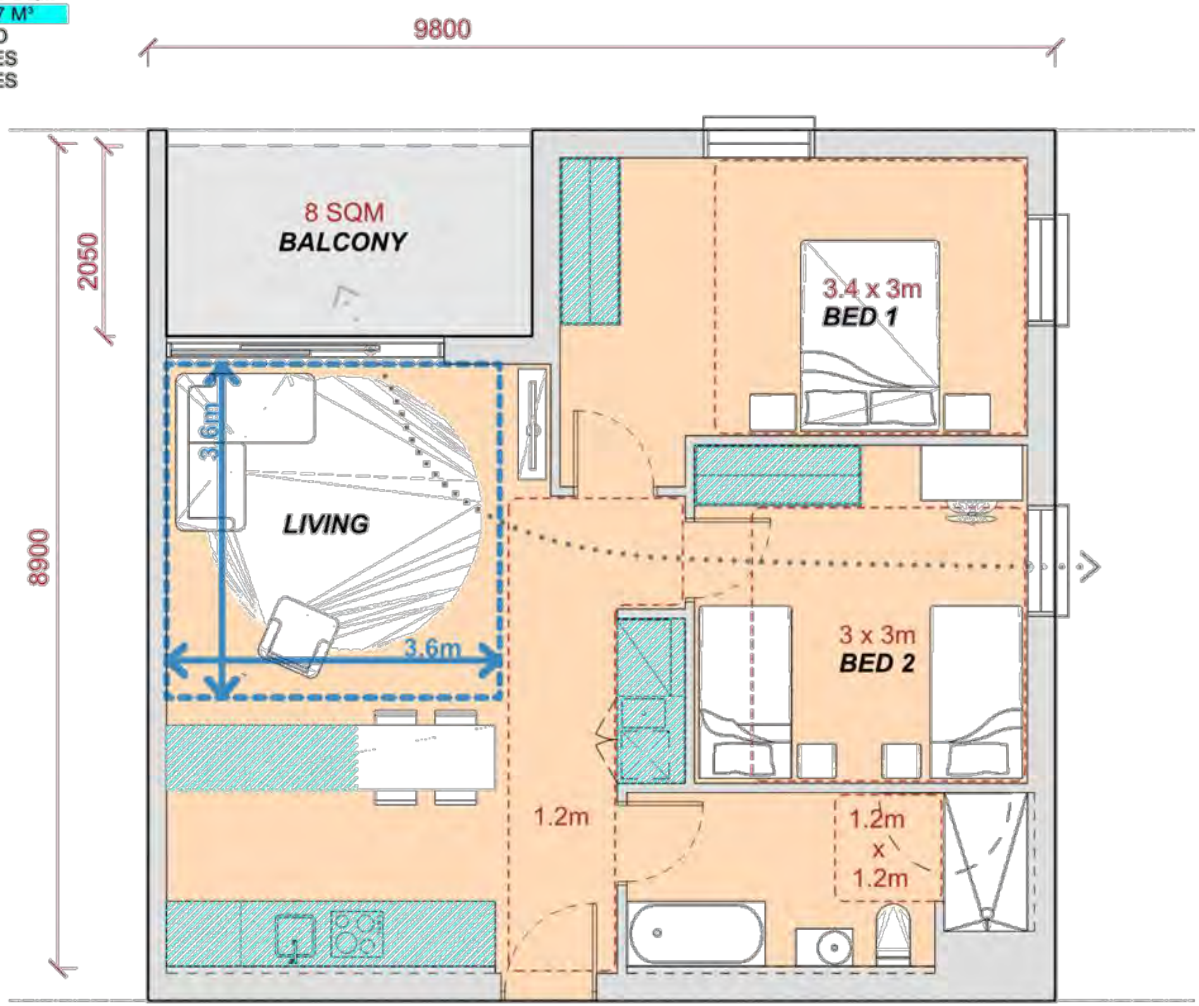
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L08
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5507[04]-A3 SH Apartment Plan - Type L08

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L09
Corner: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	82.9 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.7 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





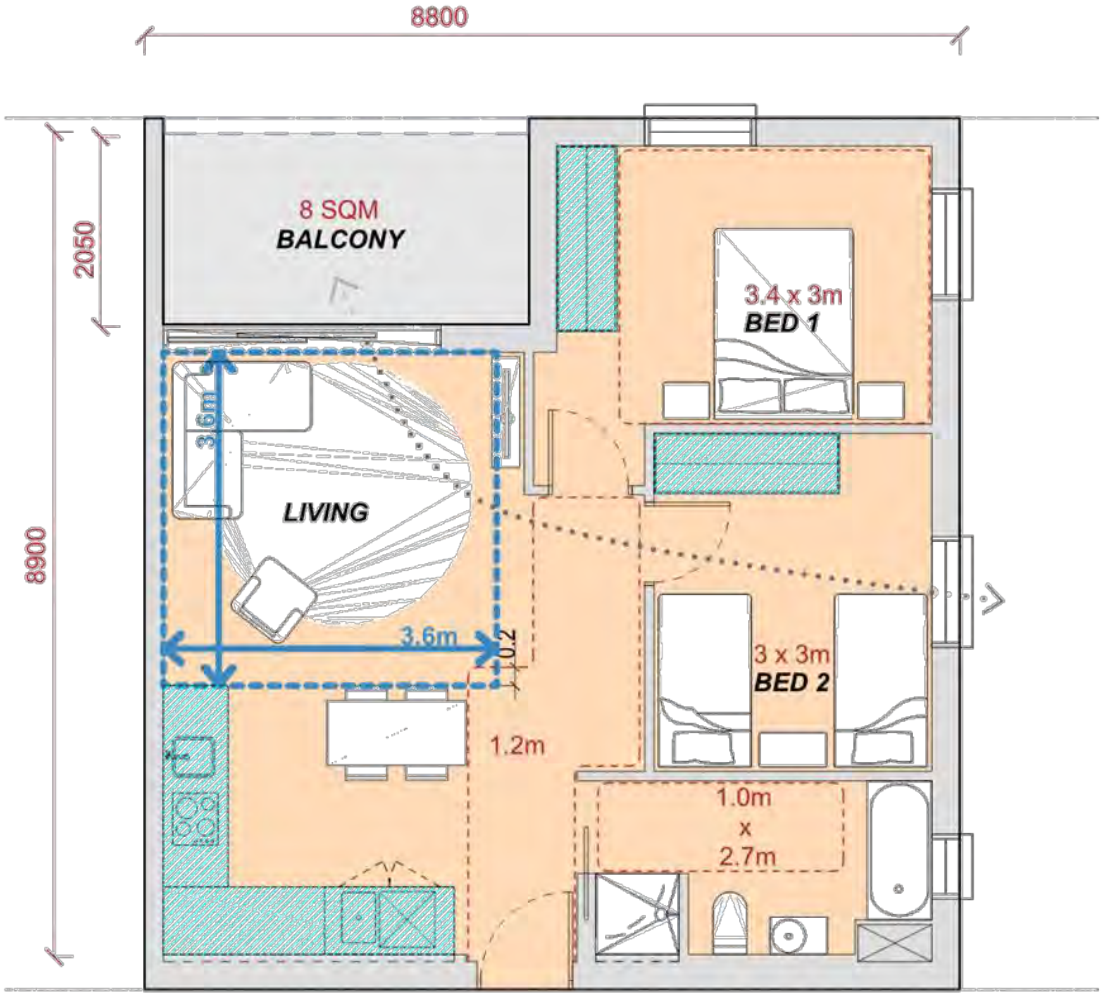
LVL 01 - 03
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L09
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 24/06/22

TP-A5508[04]-A3™SH Apartment Plan - Type L09

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L10
Corner: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	73.5 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.2 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES

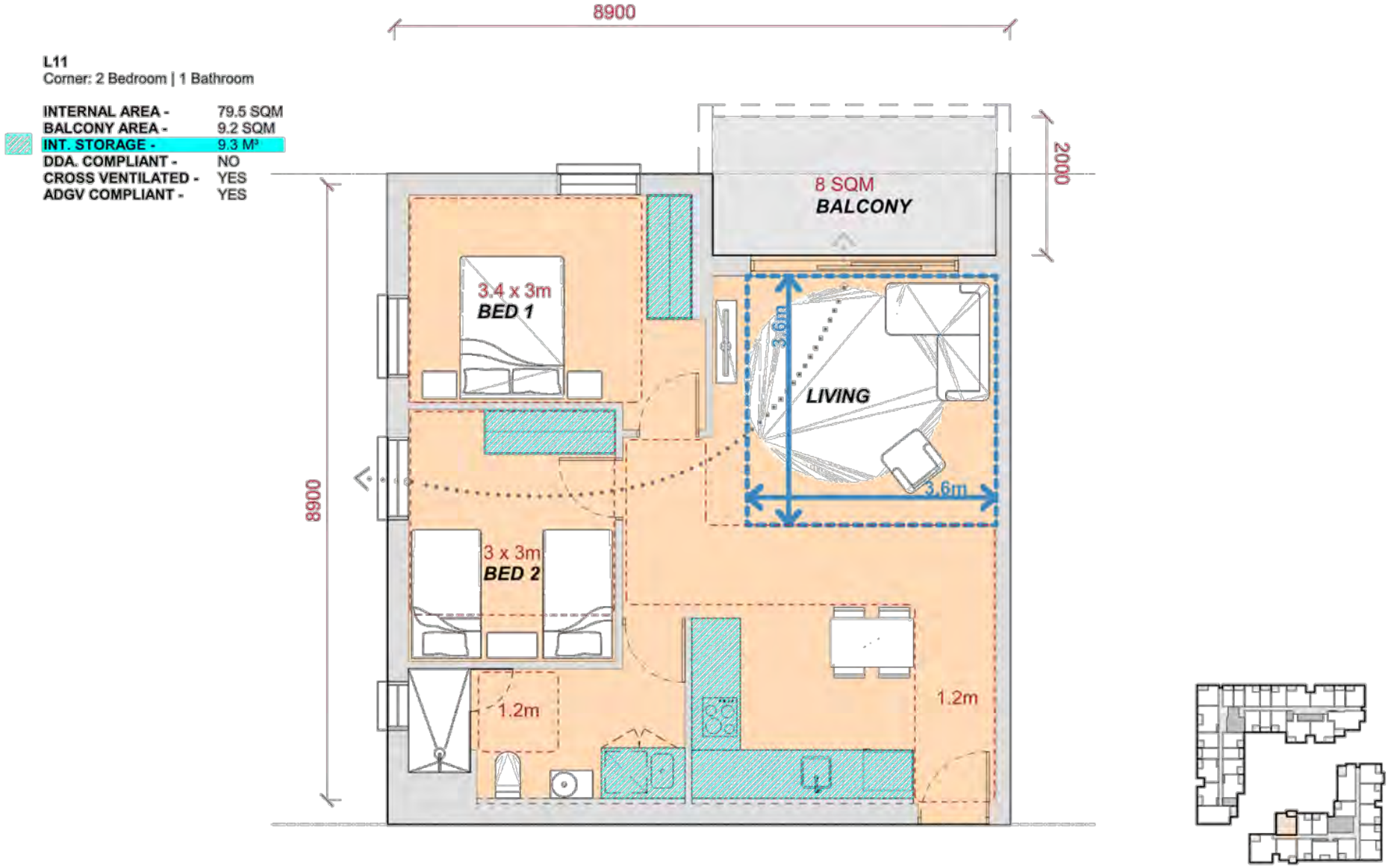




TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L10
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5509[04]-A3~SH Apartment Plan - Type L10

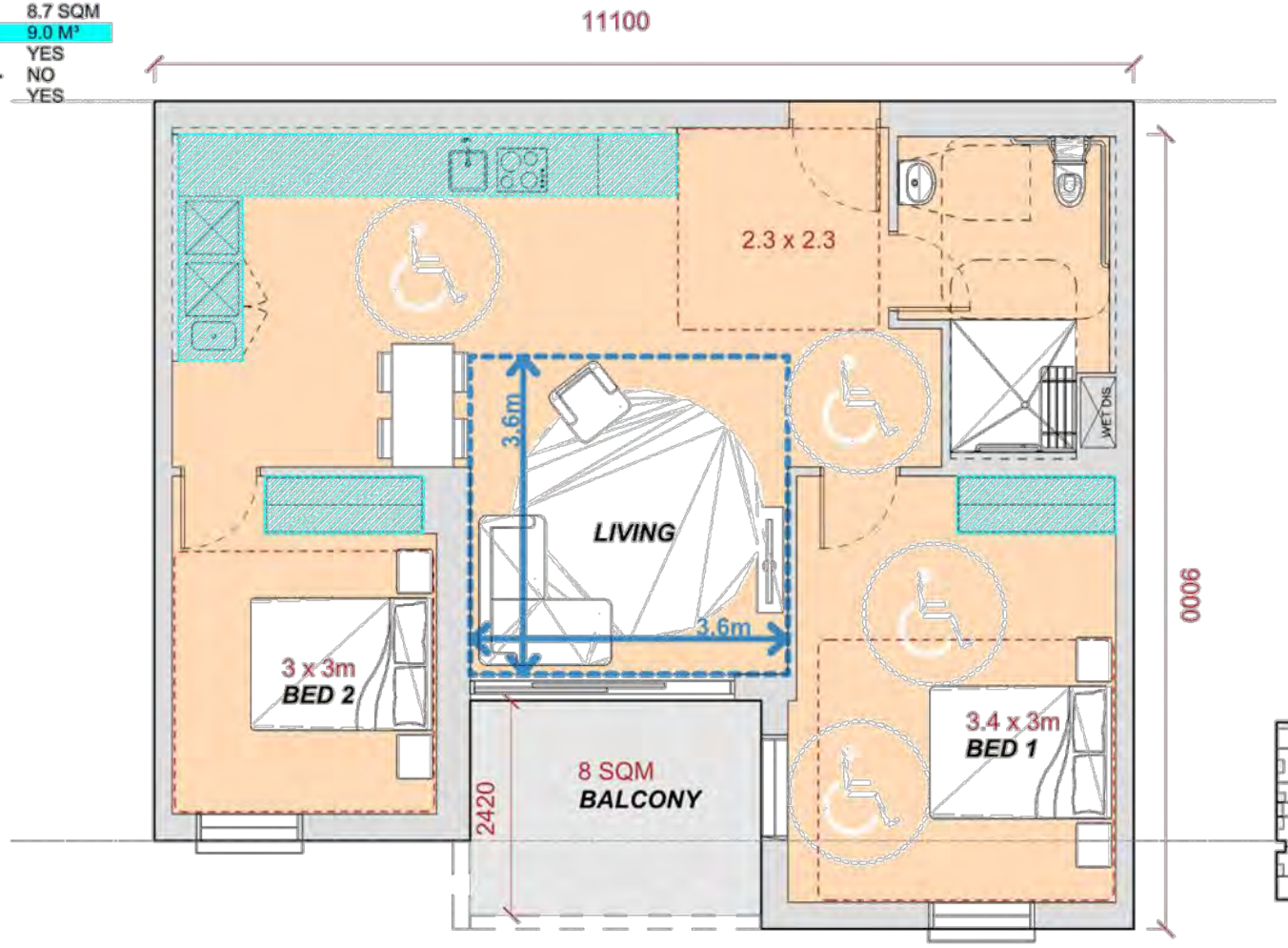
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L12
Accessible 2 Bedroom | 1 Bathroom

INTERNAL AREA -	92.0 SQM
BALCONY AREA -	8.7 SQM
INT. STORAGE -	9.0 M³
DDA. COMPLIANT -	YES
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES





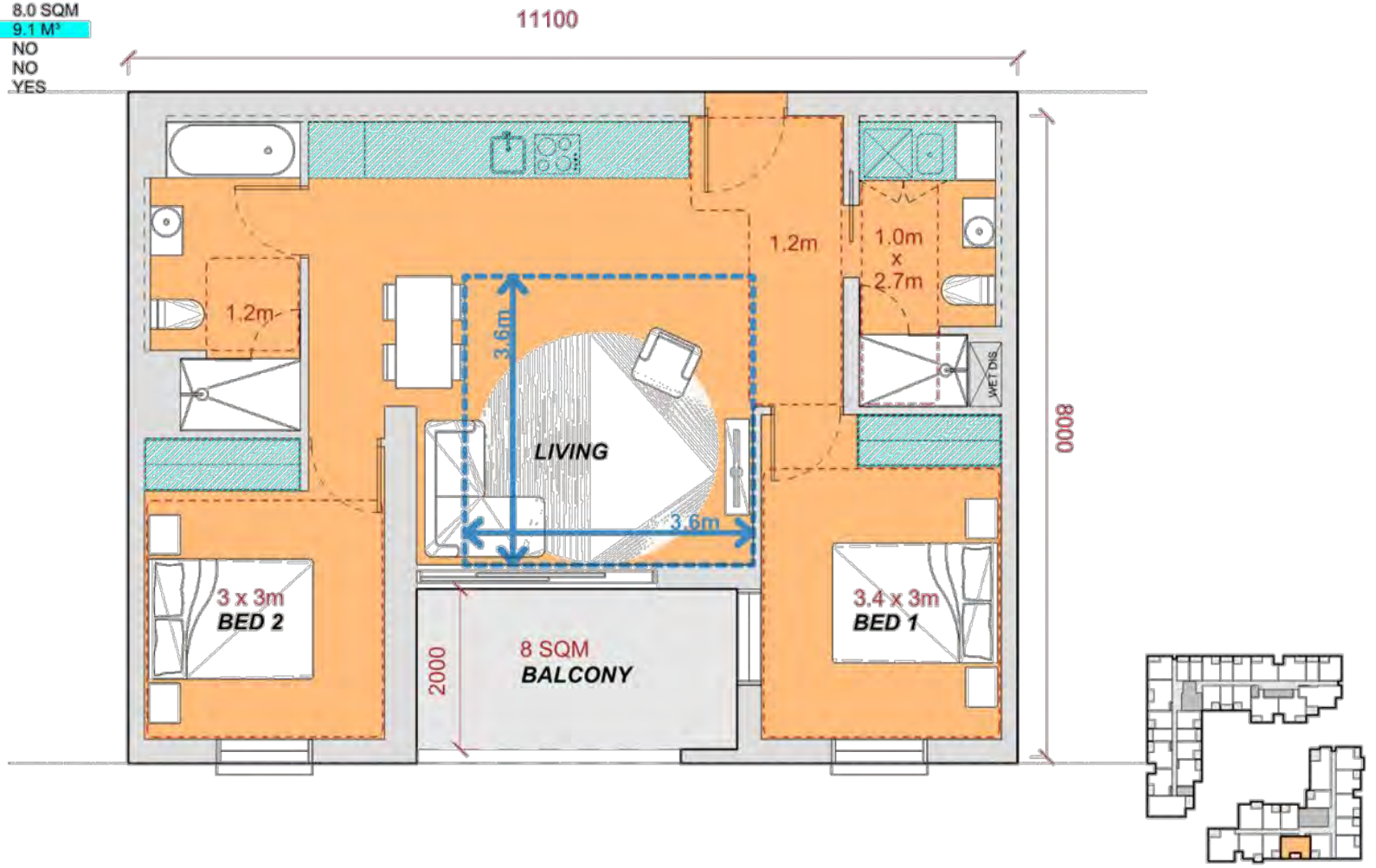
LVL 01 - 03
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L12
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 24/06/22

TP-A5511[04]-A3™SH Apartment Plan - Type L12

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L13
Standard: 2 Bedroom | 2 Bathroom

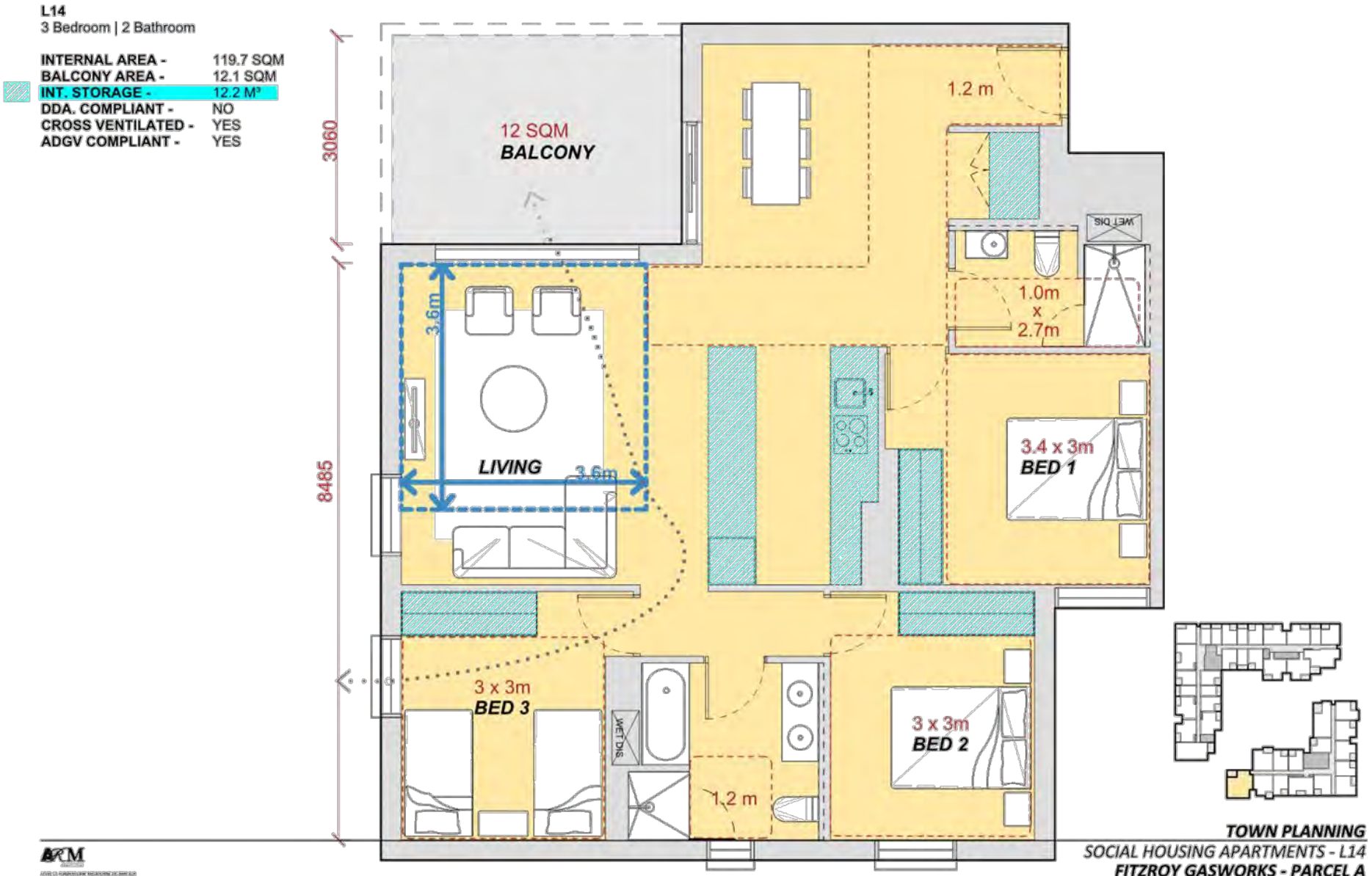
INTERNAL AREA -	84.3 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.1 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES



TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L13
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 24/06/22

TP-A5512[04]-A3™SH Apartment Plan - Type L13

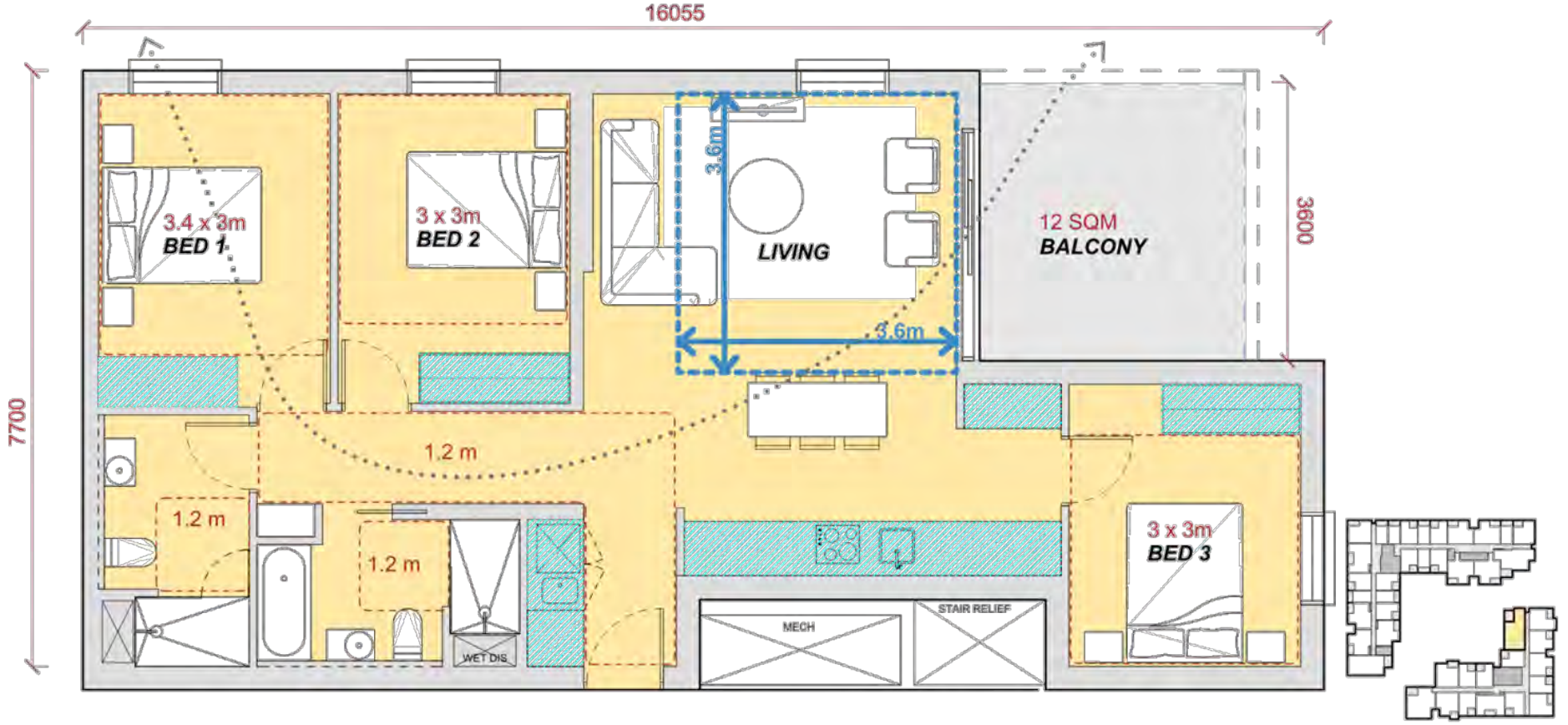
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

L15
3 Bedroom | 2 Bathroom

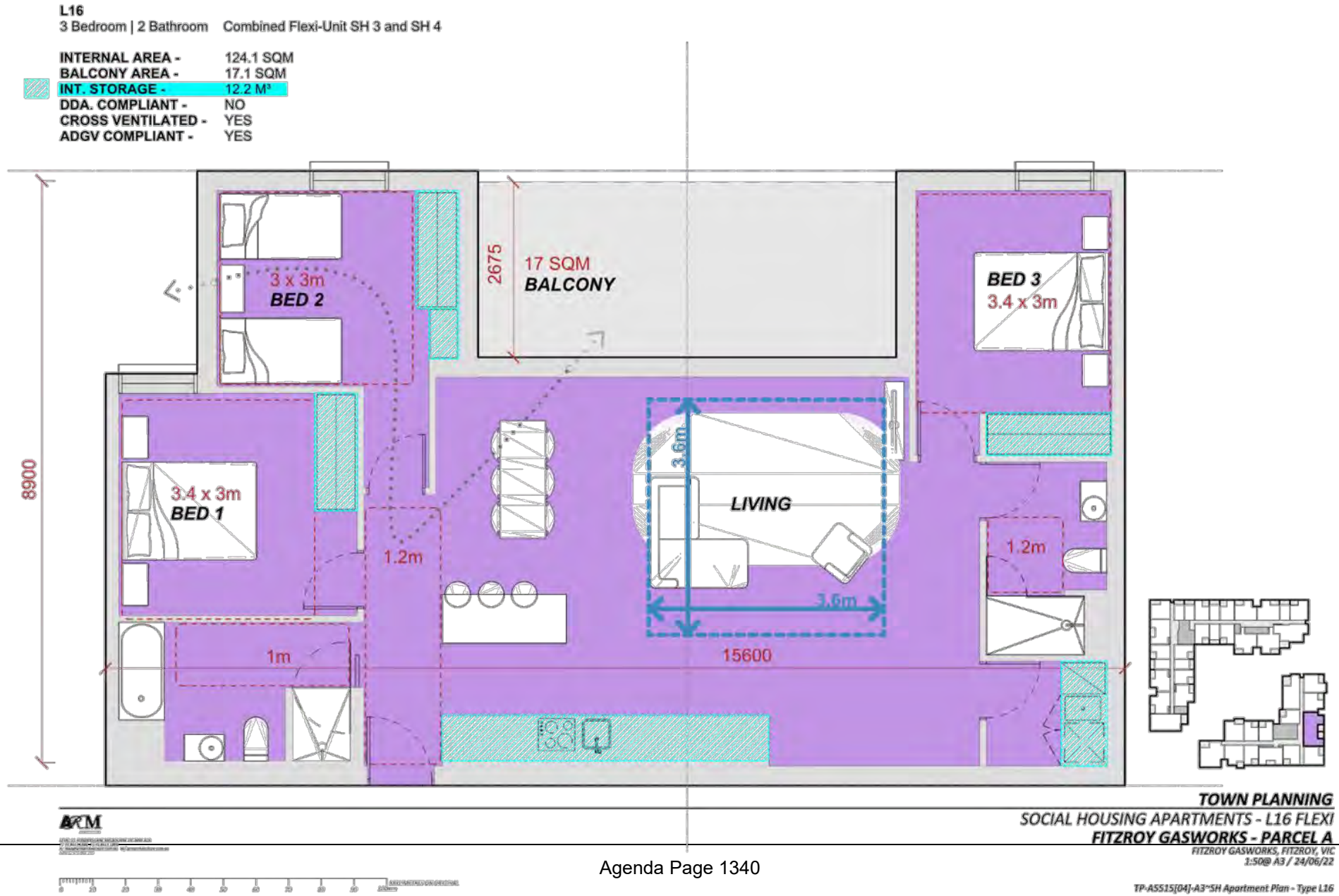
INTERNAL AREA -	105.3 SQM
BALCONY AREA -	14.1 SQM
INT. STORAGE -	12.7 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES



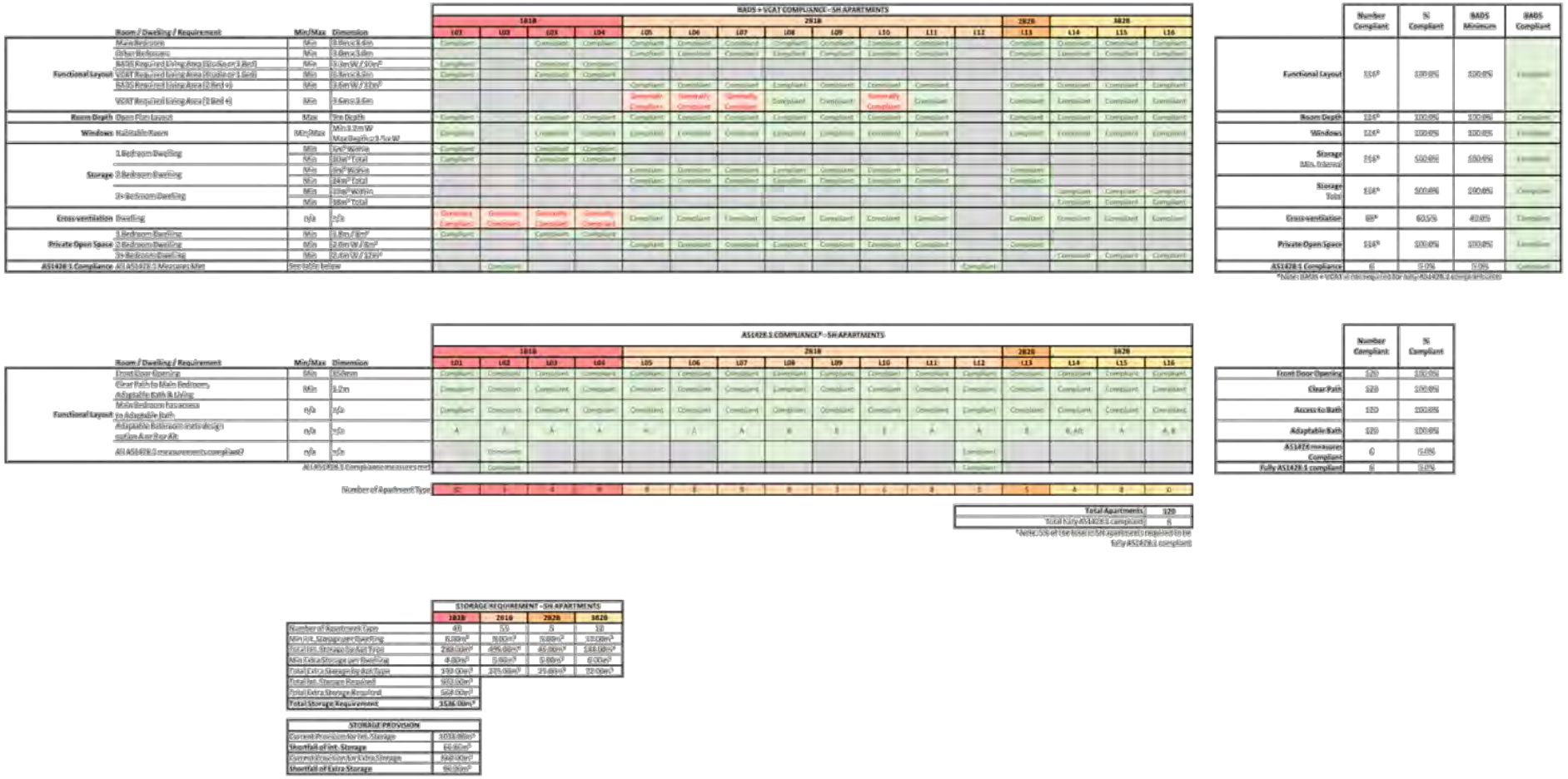
TOWN PLANNING
SOCIAL HOUSING APARTMENTS - L15
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5514[04]-A3™SH Apartment Plan - Type L15

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



BADS + VCAT COMPLIANCE - SH APARTMENTS

	Room / Dwelling / Requirement	Min/Max	Dimension	1B1B L01	1B1B L02	1B1B L03	1B1B L04	2B1B L05	2B1B L06	2B1B L07	2B1B L08	2B1B L09	2B1B L10	2B1B L11	2B1B L12	2B2B L13	3B2B L14	3B2B L15	3B2B L16
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	Compliant		Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
	Other Bedrooms	Min	3.0m x 3.0m					Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
	BADS Required Living Area (1 Bed or 1 Bed+)	Min	3.3m W / 10m²	Compliant		Compliant	Compliant												
	VCAT Required Living Area (1 Bed or 1 Bed+)	Min	3.6m x 3.6m	Compliant		Compliant	Compliant												
	BADS Required Living Area (2 Bed +)	Min	3.6m W / 12m²					Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
	VCAT Required Living Area (2 Bed +)	Min	3.6m x 3.6m					Generally Compliant	Generally Compliant	Generally Compliant	Compliant	Compliant	Generally Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
Room Depth	Open Plan Layout	Max	9m Depth	Compliant		Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
Windows	Habitable Room	Min/Max	Min 0.2m W Max Depth ≤ 1.5x W	Compliant		Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
Storage	1 Bedroom Dwelling	Min	5m³ Within	Compliant		Compliant	Compliant												
		Min	10m³ Total	Compliant		Compliant	Compliant												
	2 Bedroom Dwelling	Min	8m³ Within					Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant			
		Min	24m³ Total					Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant			
	3+ Bedroom Dwelling	Min	10m³ Within														Compliant	Compliant	Compliant
		Min	18m³ Total														Compliant	Compliant	Compliant
Cross-ventilation	Dwelling	n/a	n/a	Compliant Compliant	Compliant Compliant	Compliant Compliant	Compliant Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant	Compliant	Compliant	Compliant
Private Open Space	1 Bedroom Dwelling	Min	8.0m / 8m²	Compliant		Compliant	Compliant												
	2 Bedroom Dwelling	Min	2.0m W / 8m²					Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant		Compliant			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²														Compliant	Compliant	Compliant
AS1428.1 Compliance	All AS1428.1 Measures Met	See list on below			Compliant										Compliant				

		Number Compliant	% Compliant	BADS Minimum	BADS Compliant
Functional Layout		116*	100.0%	100.0%	Compliant
Room Depth	Open Plan Layout	116*	100.0%	100.0%	Compliant
Windows	Habitable Room	116*	100.0%	100.0%	Compliant
Storage	Min. Internal	116*	100.0%	100.0%	Compliant
	Total	116*	100.0%	100.0%	Compliant
Cross-ventilation	Dwelling	69*	60.5%	40.0%	Compliant
Private Open Space		116*	100.0%	100.0%	Compliant
AS1428.1 Compliance		6	5.0%	5.0%	Compliant

*Note: BADS + VCAT all that required for fully AS1428.1 compliance(s)

AS1428.1 COMPLIANCE* - SH APARTMENTS

	Room / Dwelling / Requirement	Min/Max	Dimension	1B1B L01	1B1B L02	1B1B L03	1B1B L04	2B1B L05	2B1B L06	2B1B L07	2B1B L08	2B1B L09	2B1B L10	2B1B L11	2B1B L12	2B2B L13	3B2B L14	3B2B L15	3B2B L16
Functional Layout	Front Door Opening	Min	850mm	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Main Bedroom Has access to Adaptable Bath	n/a	n/a	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Adaptable Bathroom meets design option A or B or Alt	n/a	n/a	A	A	A	A	A	A	A	B	B	B	A	A	B	B, Alt	A	A, B
	All AS1428.1 measurements complied?	n/a	n/a		Compliant										Compliant				
				All AS1428.1 Compliance measures met	Compliant										Compliant				
	Number of Apartment Type			10	1	4	4	8	8	9	8	3	6	8	5	5	4	3	10

	Number Compliant	% Compliant
Front Door Opening	120	100.0%
Clear Path	120	100.0%
Access to Bath	120	100.0%
Adaptable Bath	120	100.0%
AS1428 measures Compliant	0	0.0%
Fully AS1428.1 compliant	6	5.0%

Total Apartments	120
Total fully AS1428.1 compliant	6

*Note: 5% of the total in SH apartments required to be fully AS1428.1 compliant

STORAGE REQUIREMENT - SH APARTMENTS

	1B1B	2B1B	2B2B	3B2B
Number of Apartment Type	40	55	8	10
Min Int. Storage per Dwelling	5.00m³	8.00m³	5.00m³	10.00m³
Total Int. Storage for Apt Type	200.00m³	440.00m³	40.00m³	100.00m³
Min Extra Storage per Dwelling	4.00m³	6.00m³	6.00m³	6.00m³
Total Extra Storage by Apt Type	160.00m³	330.00m³	25.00m³	72.00m³
Total Int. Storage Required	972.00m³			
Total Extra Storage Required	568.00m³			
Total Storage Requirement	**1536.00m³**			

STORAGE PROVISION

Current Provision for Int. Storage	1031.00m³
Shortfall of Int. Storage	59.00m³
Current Provision for Extra Storage	568.00m³
Shortfall of Extra Storage	**0.00m³**

TOWN PLANNING

BADS COMPLIANCE SUMMARY

FITZROY GASWORKS - PARCEL A

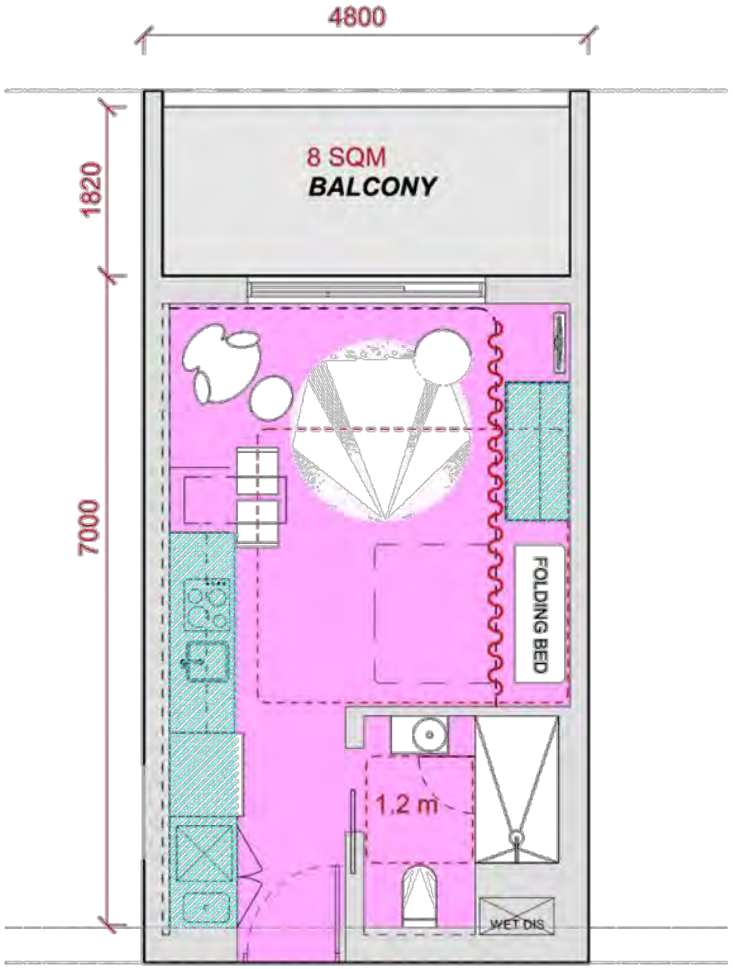
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/06/2022

TP-A5550[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M01A
STUDIO

INTERNAL AREA -	35.5 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	5.1 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	NO





TOWN PLANNING
BUILD TO RENT APARTMENTS - M01A
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5600[04]-A3~BTR Apartment Plan - Type M01A

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M02
Standard: 1 Bedroom | 1 Bathroom

INTERNAL AREA -	54.8 SQM
BALCONY AREA -	8 SQM
INT. STORAGE -	6.7 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES





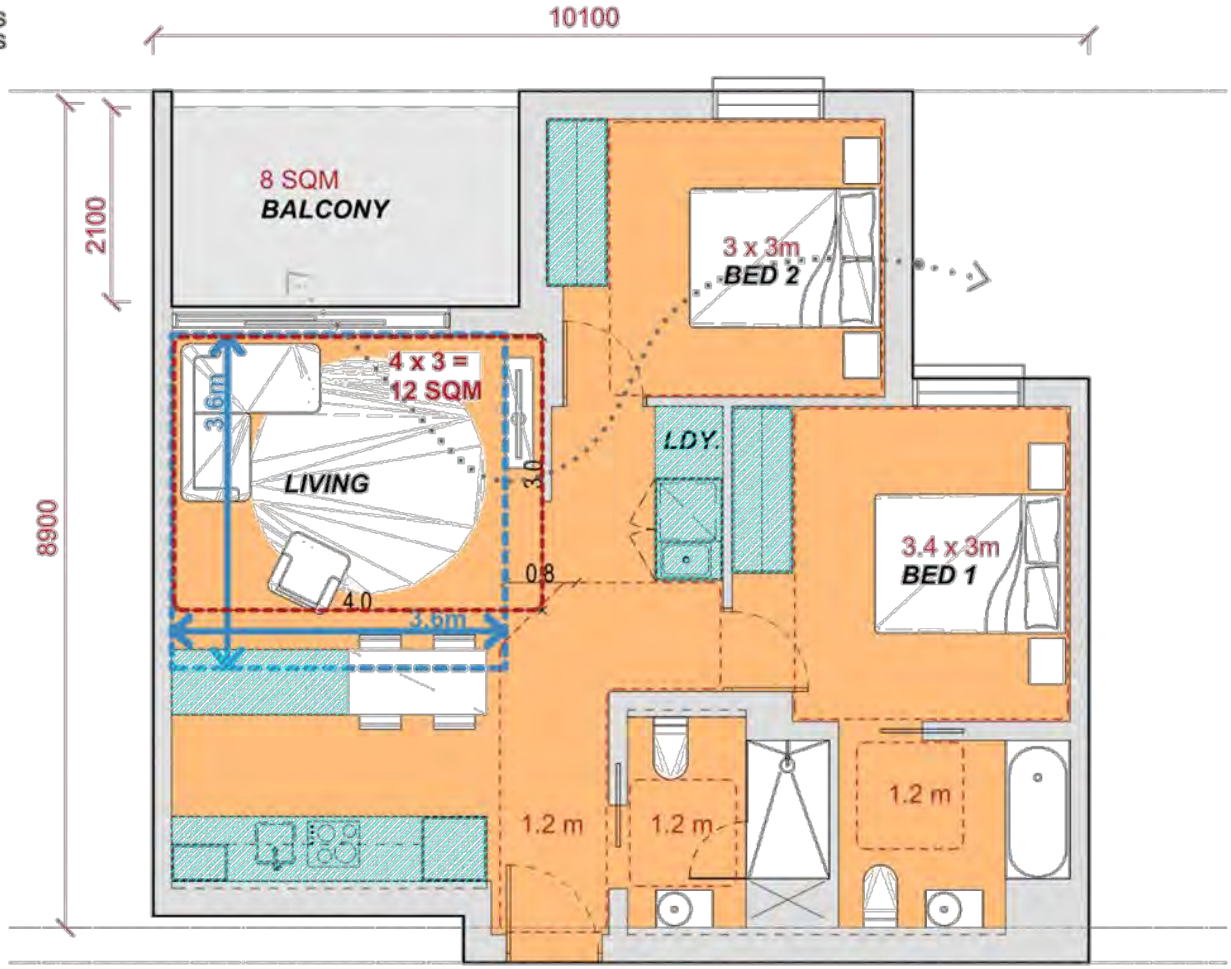
TOWN PLANNING
BUILD TO RENT APARTMENTS - M02
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5601[04]-A3~BTR Apartment Plan - Type M02

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M03A
Standard: 2 Bedroom | 2 Bathroom

INTERNAL AREA -	78.2 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.8 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





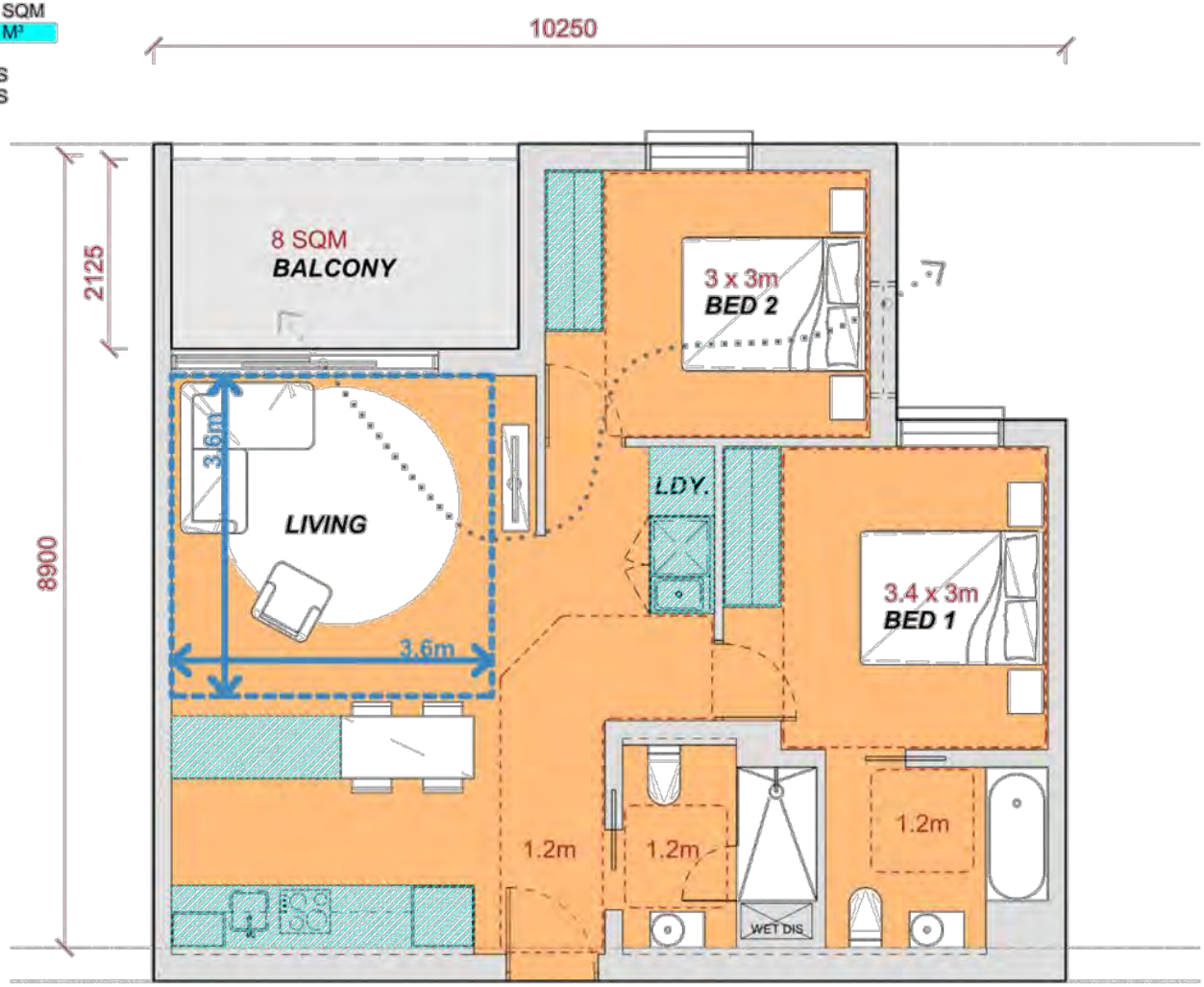
TOWN PLANNING
BUILD TO RENT APARTMENTS - M03A
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

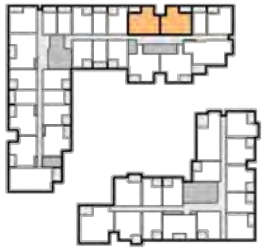
TP-A5602[04]-A3~BTR Apartment Plan - Type M03A

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M04
Standard: 2 Bedroom | 2 Bathroom

INTERNAL AREA -	81.0 SQM
BALCONY AREA -	8.2 SQM
INT. STORAGE -	9.8 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





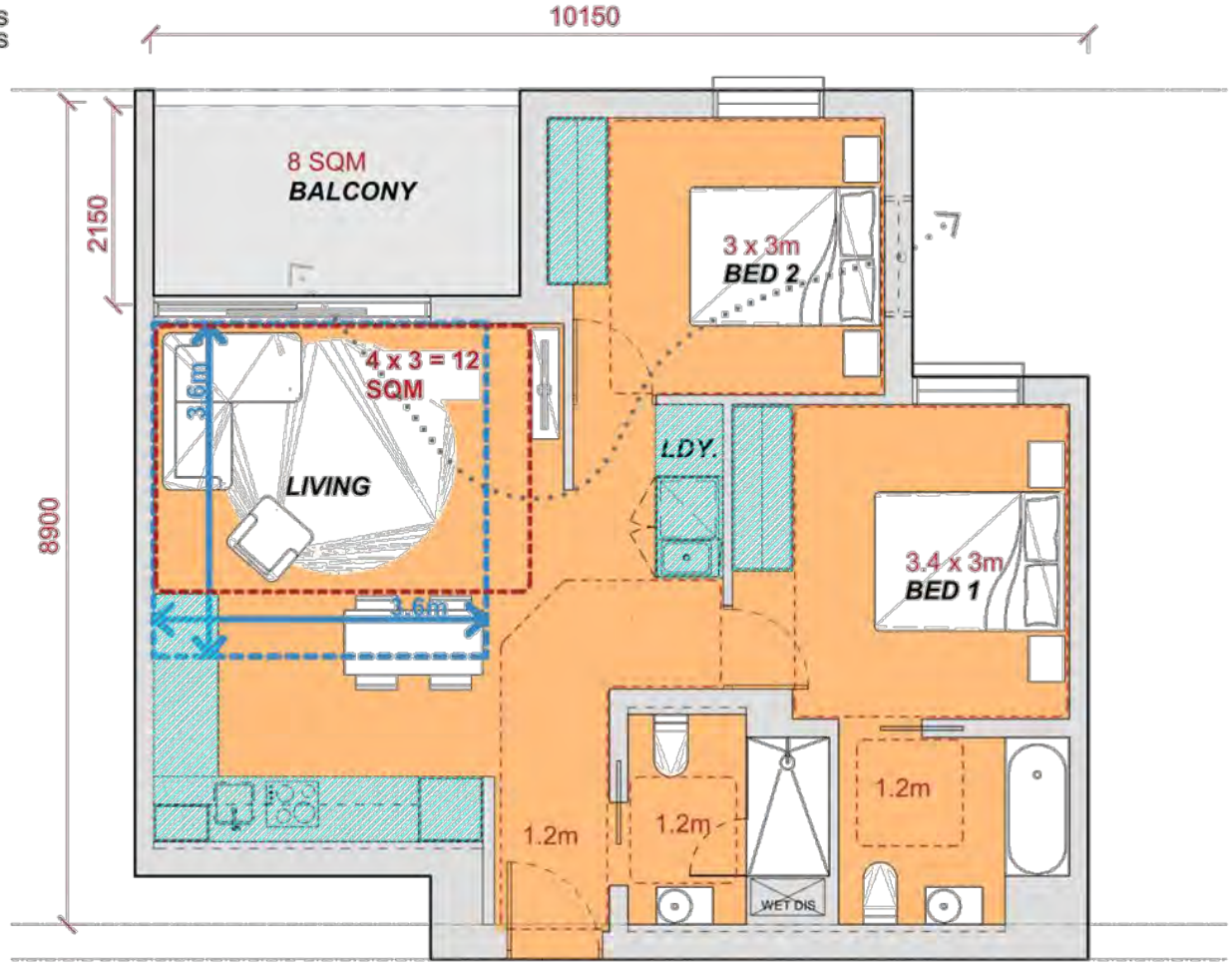
TOWN PLANNING
BUILD TO RENT APARTMENTS - M04
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

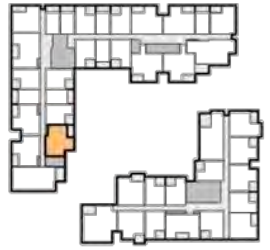
TP-A5603[04]-A3~BTR Apartment Plan - Type M04

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M05
Standard: 2 Bedroom | 2 Bathroom

INTERNAL AREA -	78.9 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.8 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES

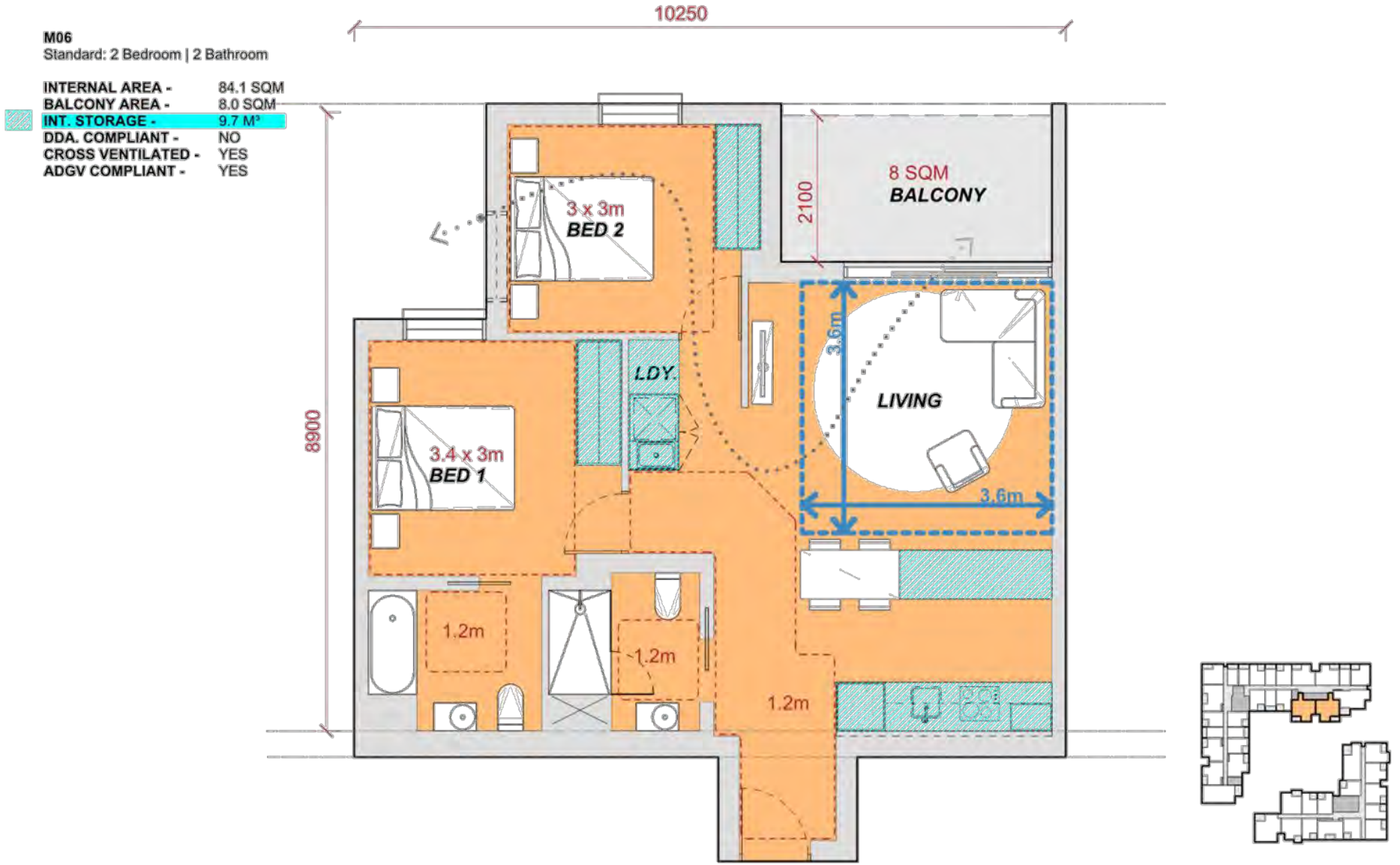




TOWN PLANNING
BUILD TO RENT APARTMENTS - M05
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5604[04]-A3~BTR Apartment Plan - Type M05

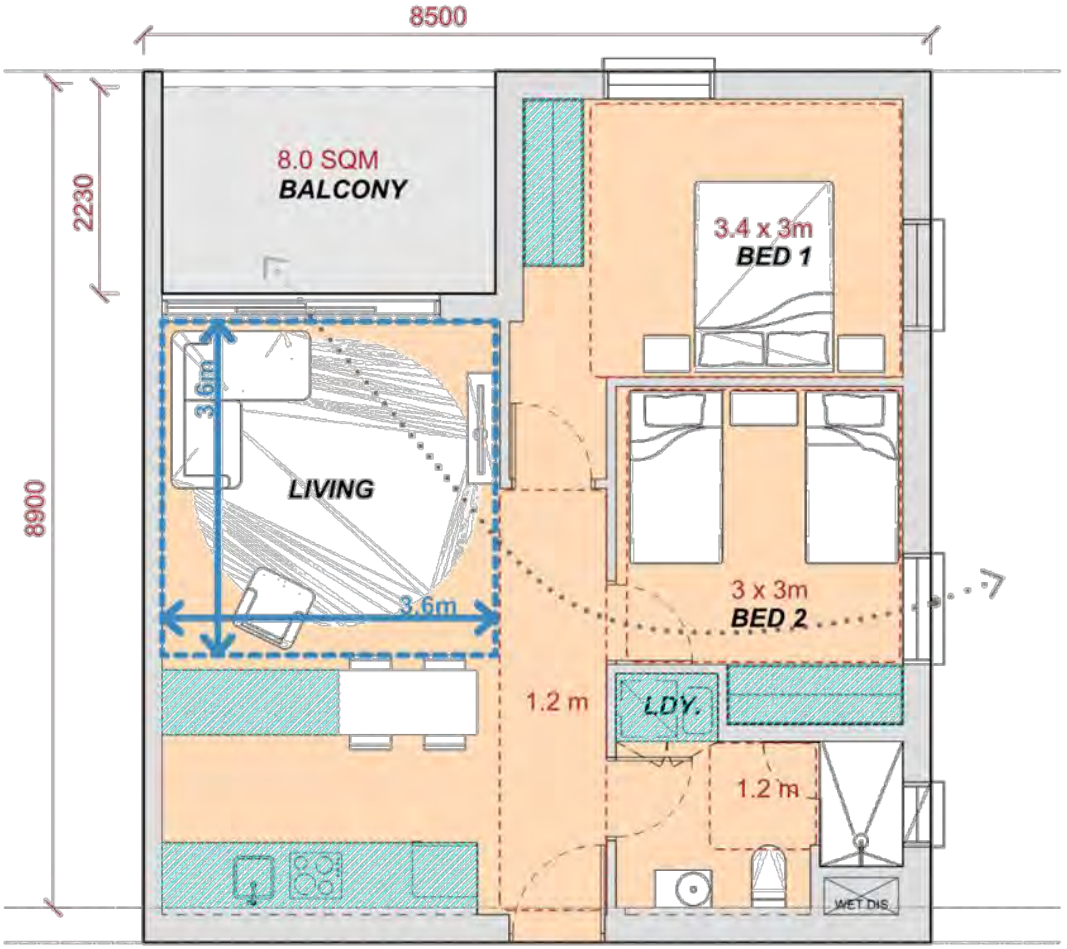
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

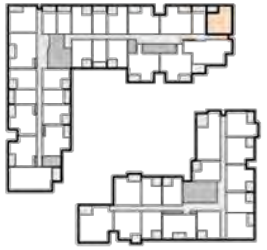


Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M07
Corner: 2 Bedroom | 1 Bathroom

INTERNAL AREA -	70.8 SQM
BALCONY AREA -	8.1 SQM
INT. STORAGE -	9.1 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





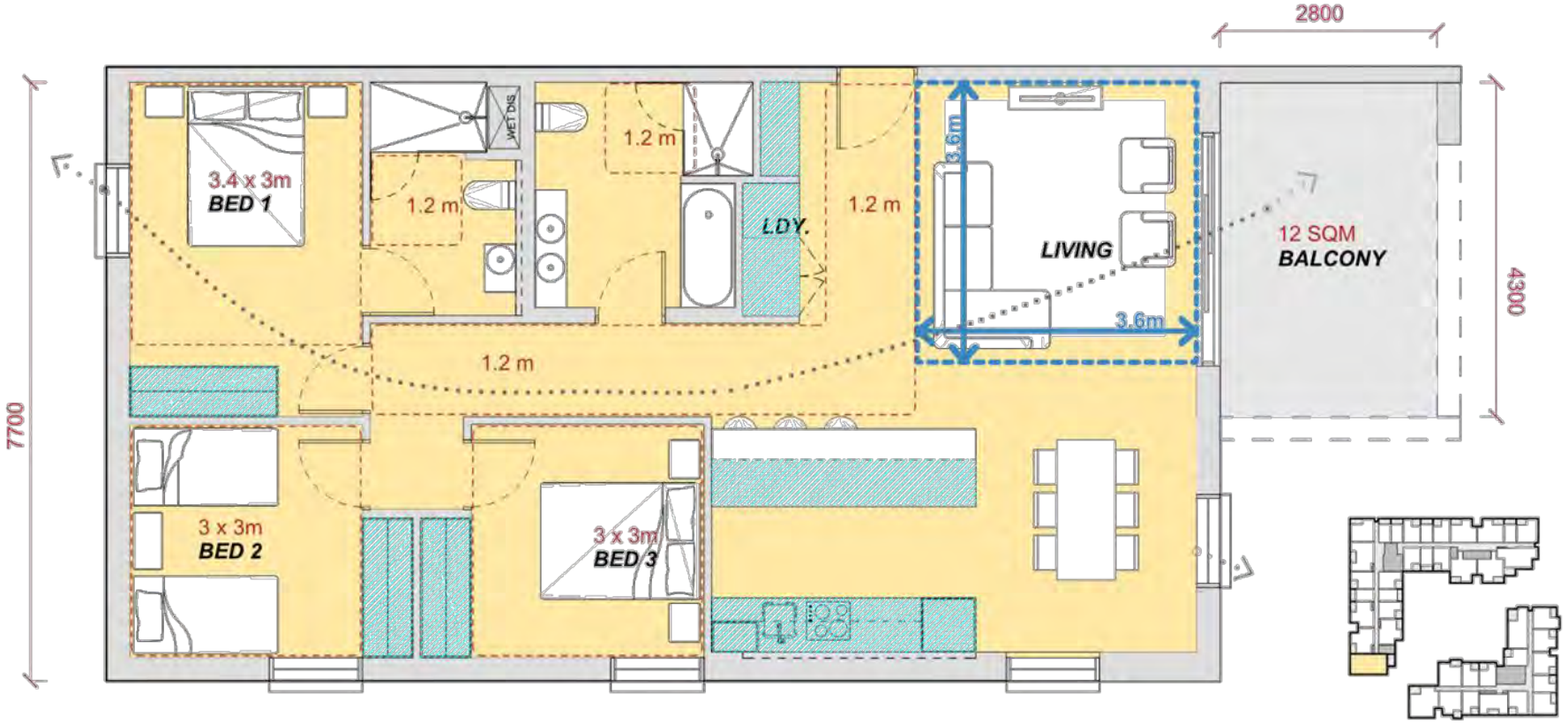
TOWN PLANNING
BUILD TO RENT APARTMENTS - M07
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-AS606[04]-A3~BTR Apartment Plan - Type M07

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M08
Corner: 3 Bedroom | 2 Bathroom

INTERNAL AREA -	113.3 SQM
BALCONY AREA -	12 SQM
INT. STORAGE -	12.6 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES



ARM

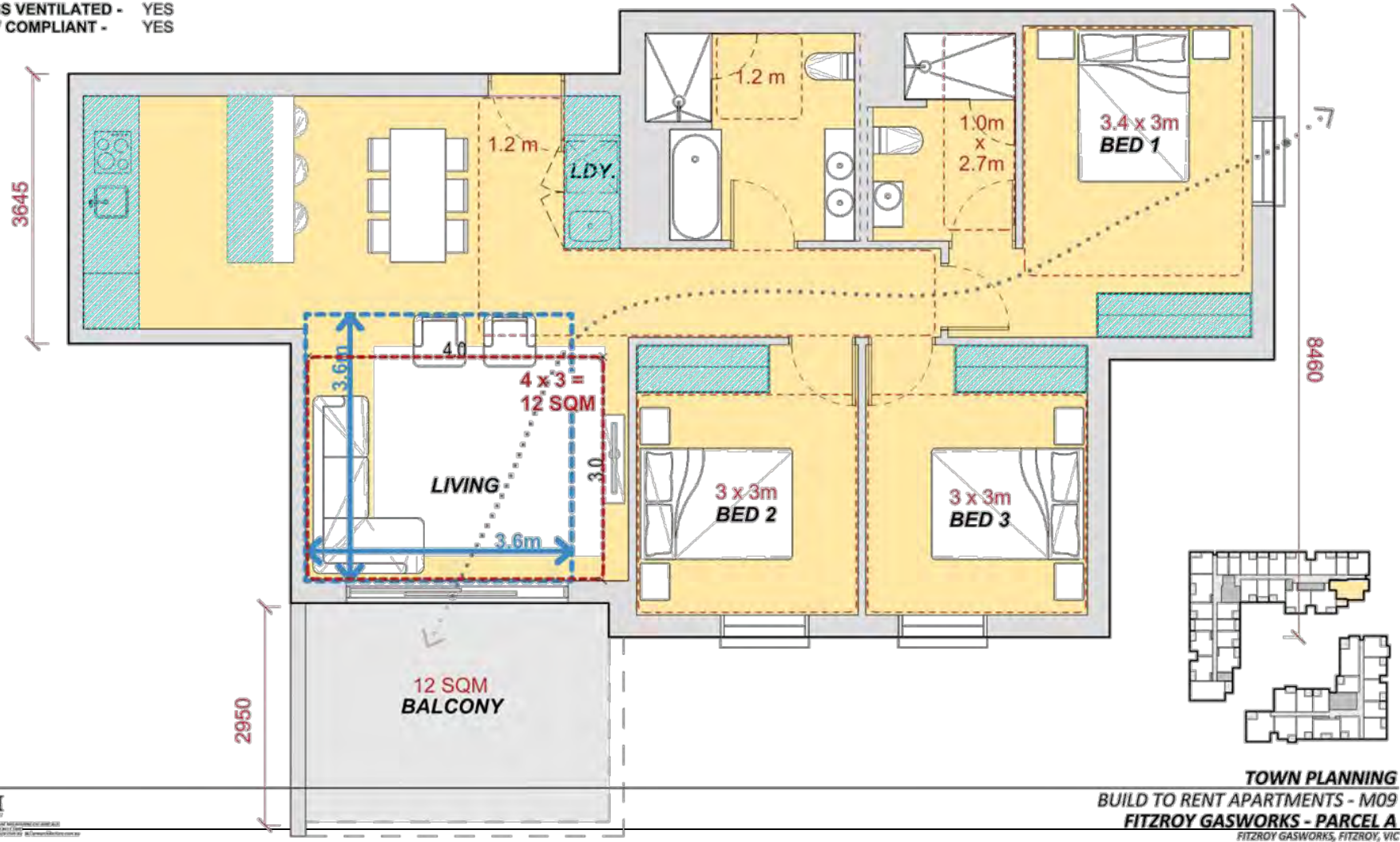
TOWN PLANNING
BUILD TO RENT APARTMENTS - M08
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5607[04]-A3~BTR Apartment Plan - Type M08

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M09
Corner: 3 Bedroom | 2 Bathroom

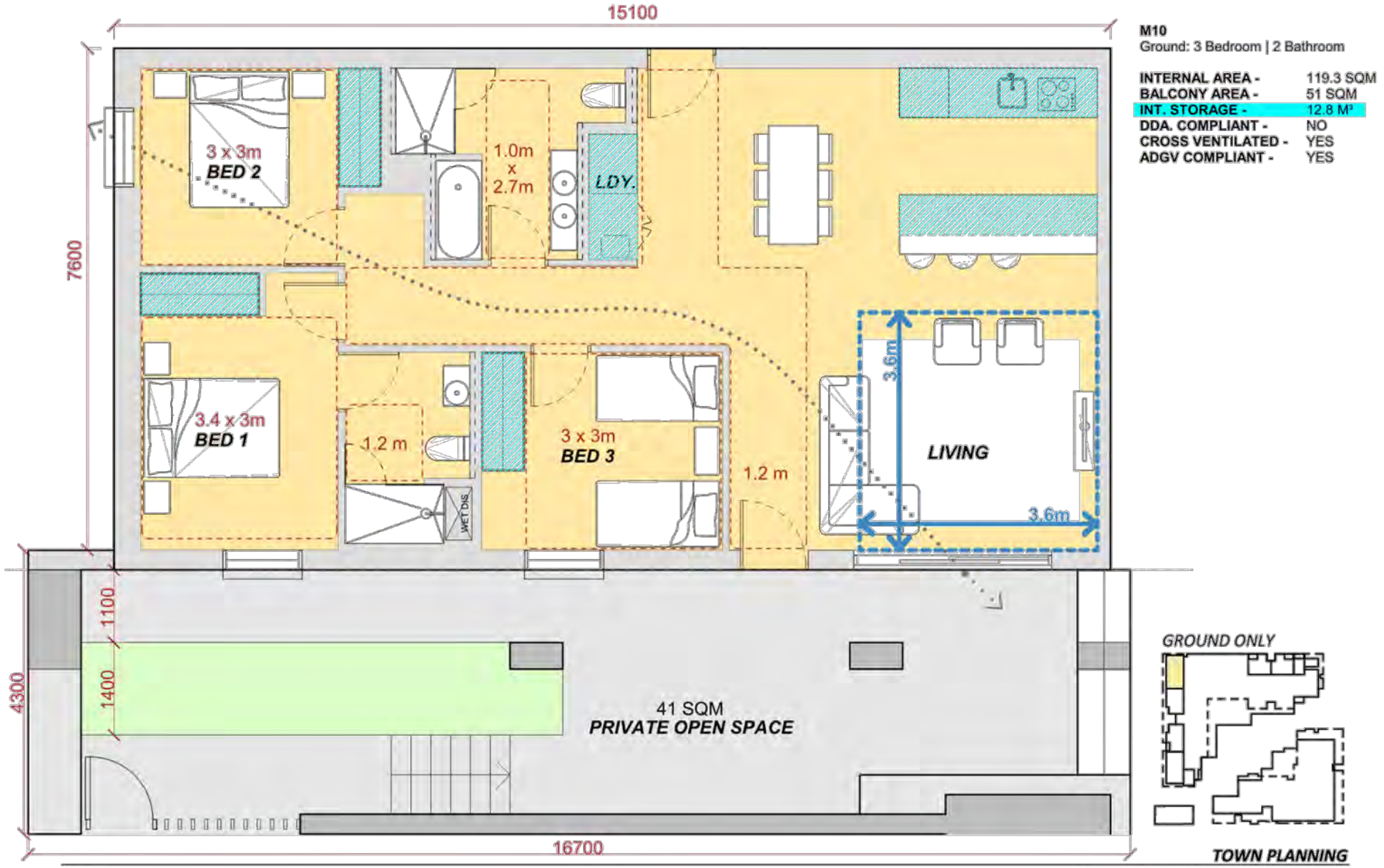
INTERNAL AREA -	108.9 SQM
BALCONY AREA -	12.1 SQM
INT. STORAGE -	12.8 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES



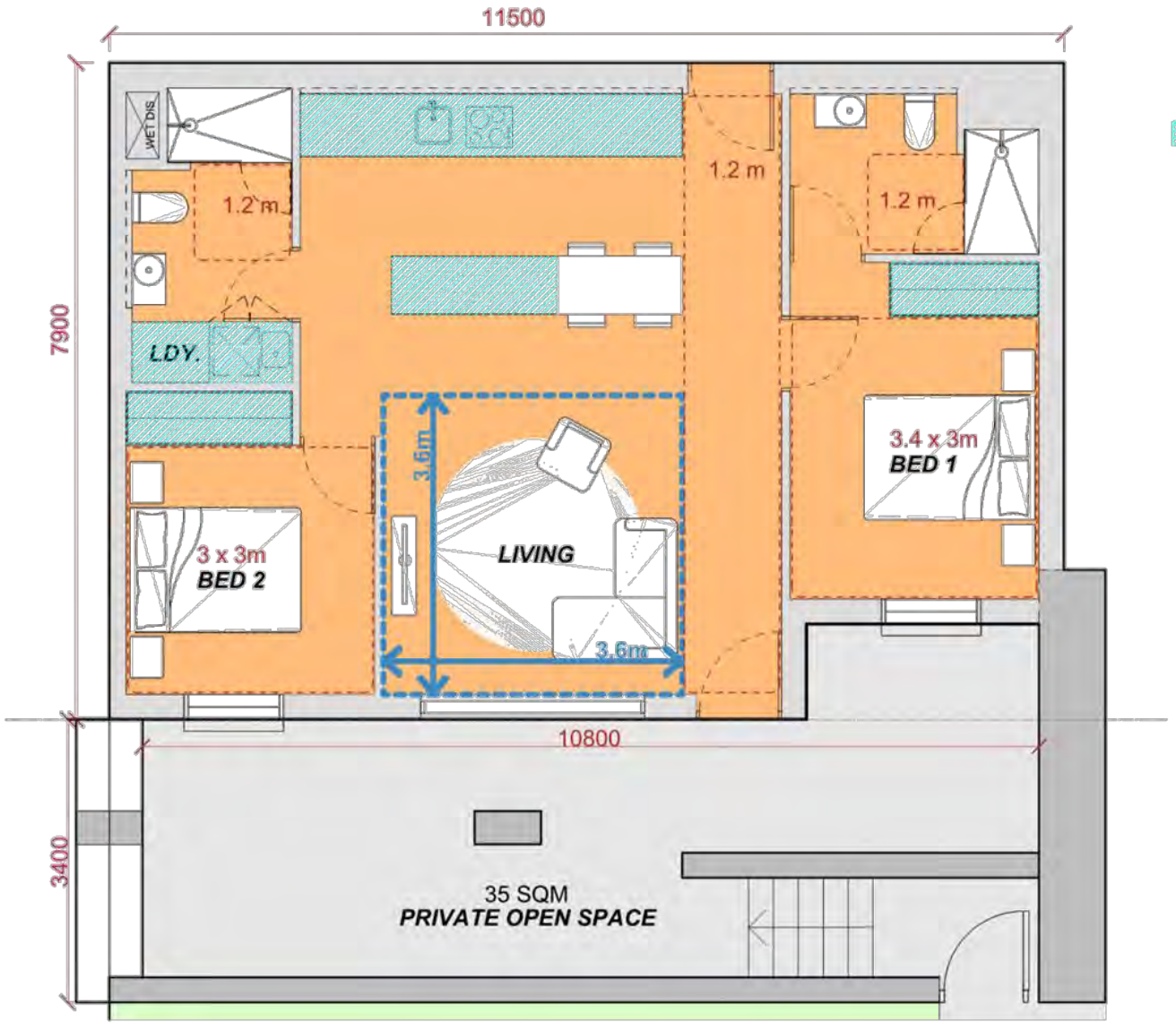
TOWN PLANNING
BUILD TO RENT APARTMENTS - M09
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 24/06/22

TP-A5608[04]-A3~BTR Apartment Plan - Type M09

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



M11
Ground: 2 Bedroom | 2 Bathroom

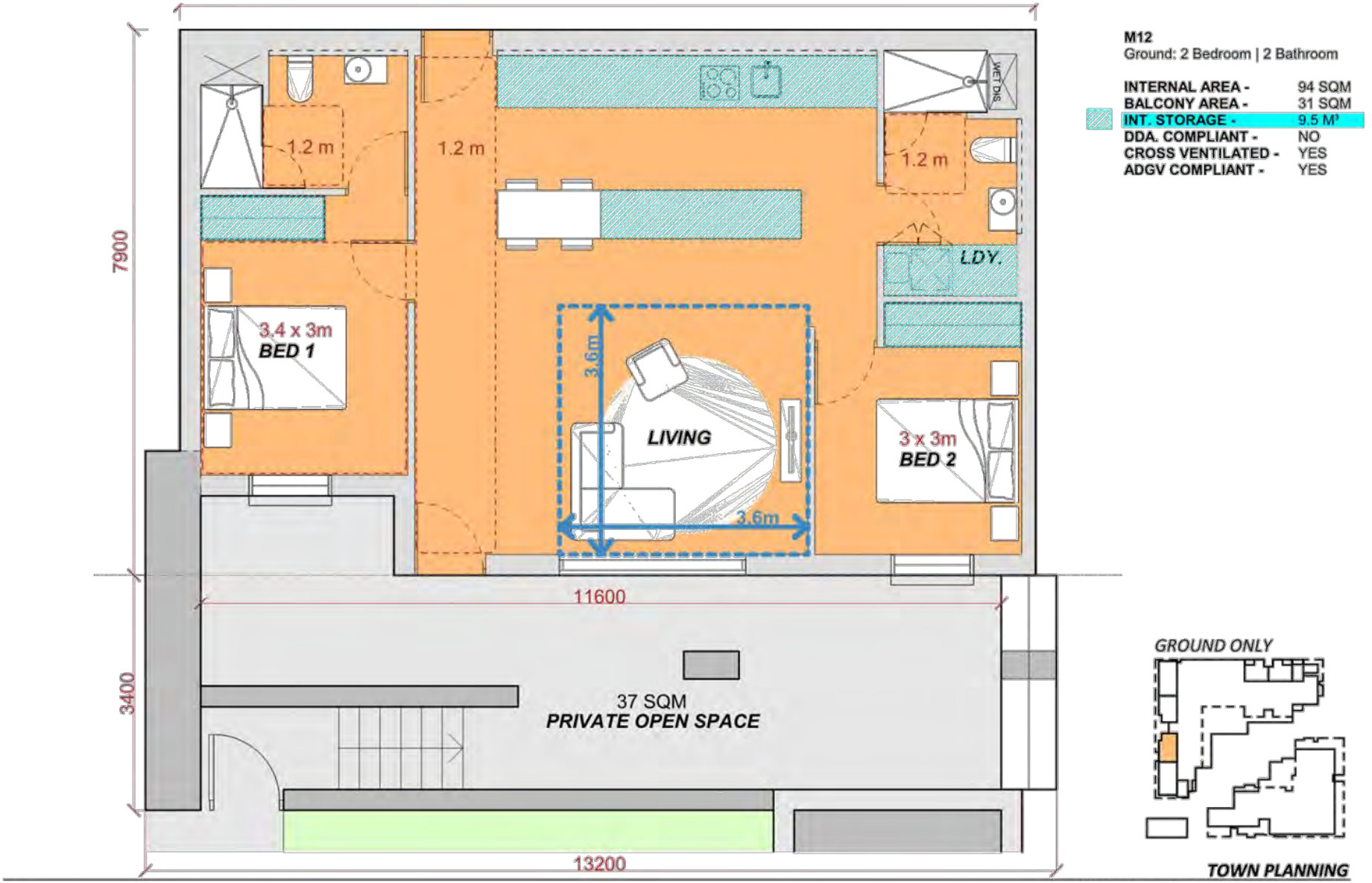
INTERNAL AREA -	87.3 SQM
BALCONY AREA -	31 SQM
INT. STORAGE -	9.5 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES



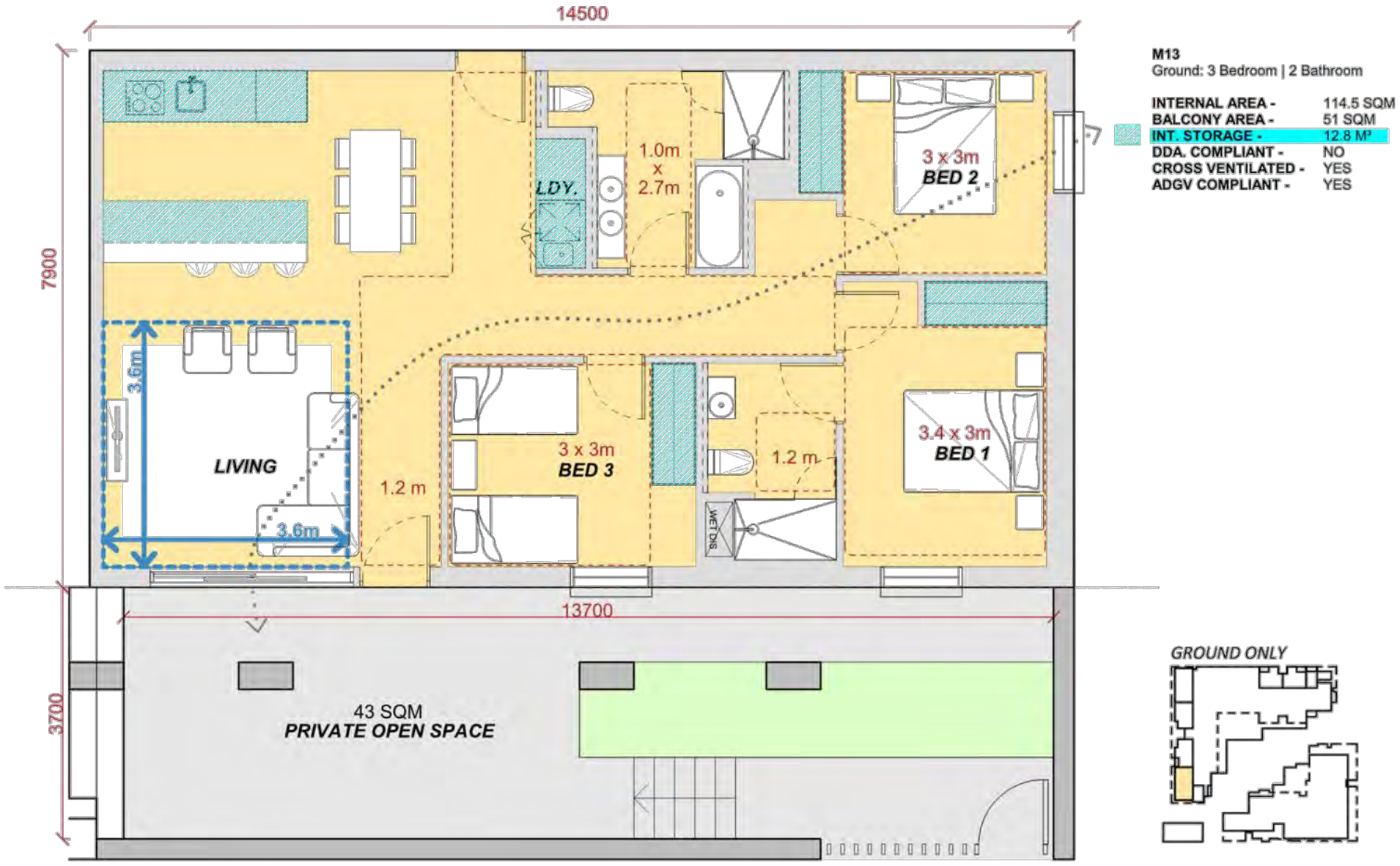
TOWN PLANNING
BUILD TO RENT APARTMENTS - M11
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5610[04]-A3~BTR Apartment Plan - Type M11

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



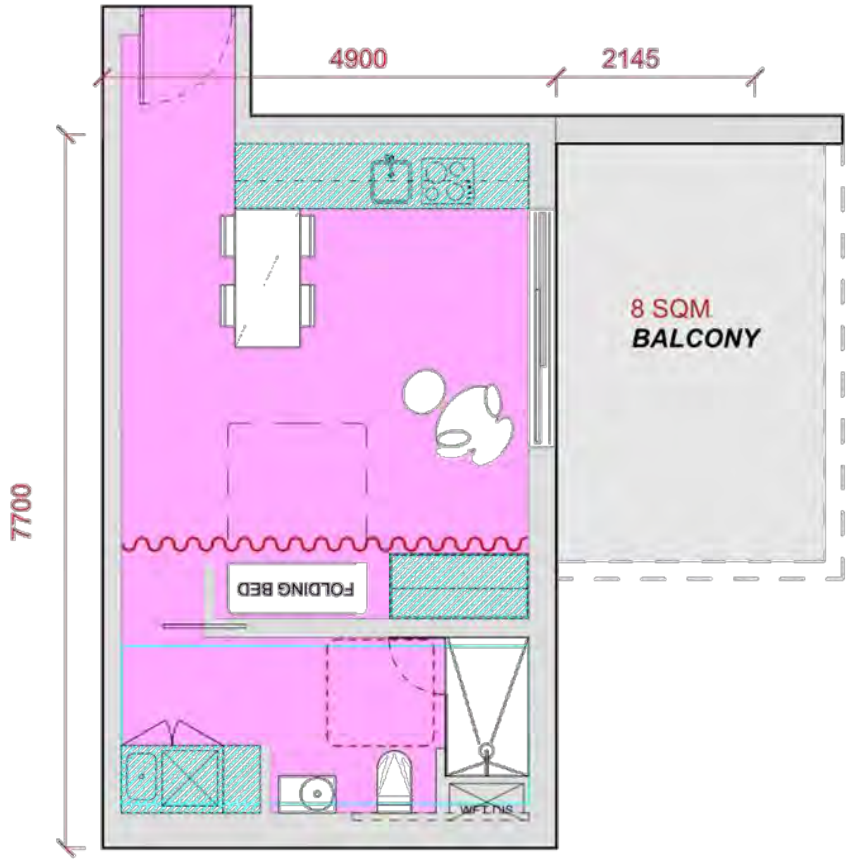
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M14
Ground: Studio

INTERNAL AREA -	35 SQM
BALCONY AREA -	14 SQM
INT. STORAGE -	5.6 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	NO





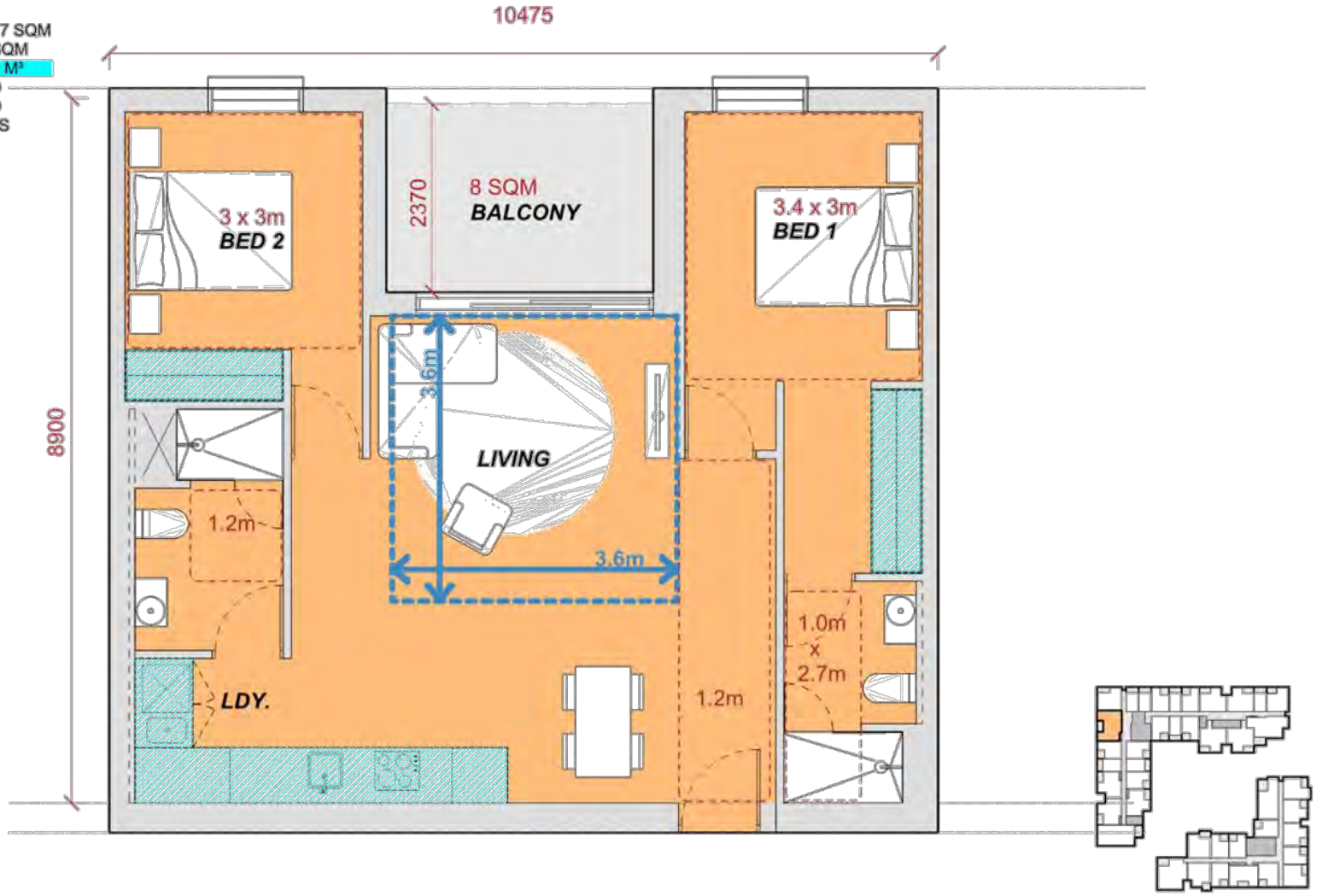
TOWN PLANNING
BUILD TO RENT APARTMENTS - M14
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 23/06/22

TP-A5613[04]-A3~BTR Apartment Plan - Type M14

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M15
2 Bedroom | 2 Bathroom

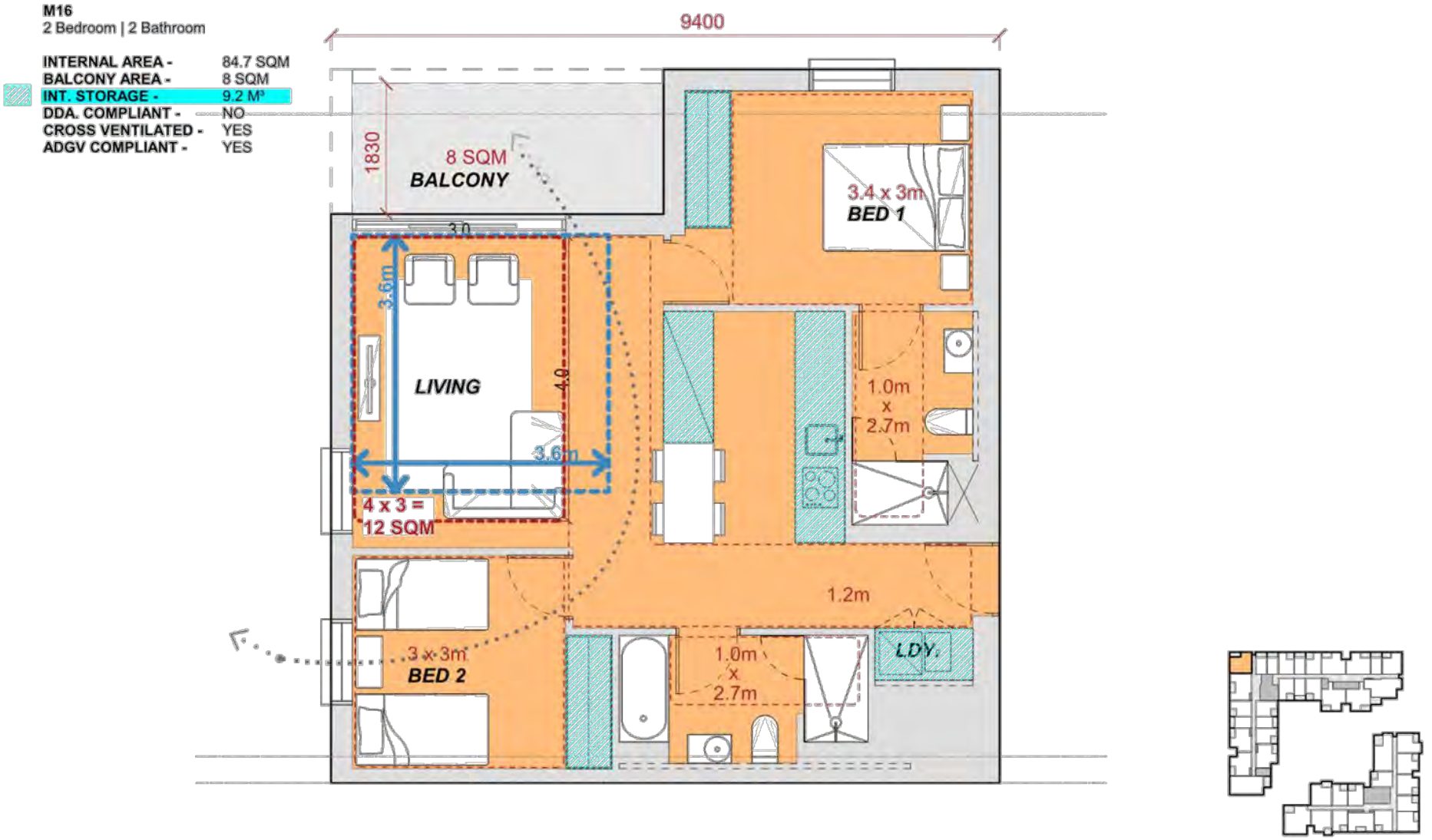
INTERNAL AREA -	88.7 SQM
BALCONY AREA -	9 SQM
INT. STORAGE -	9.2 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	YES



TOWN PLANNING
BUILD TO RENT APARTMENTS - M15
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5614[04]-A3**BTR Apartment Plan - Type M15

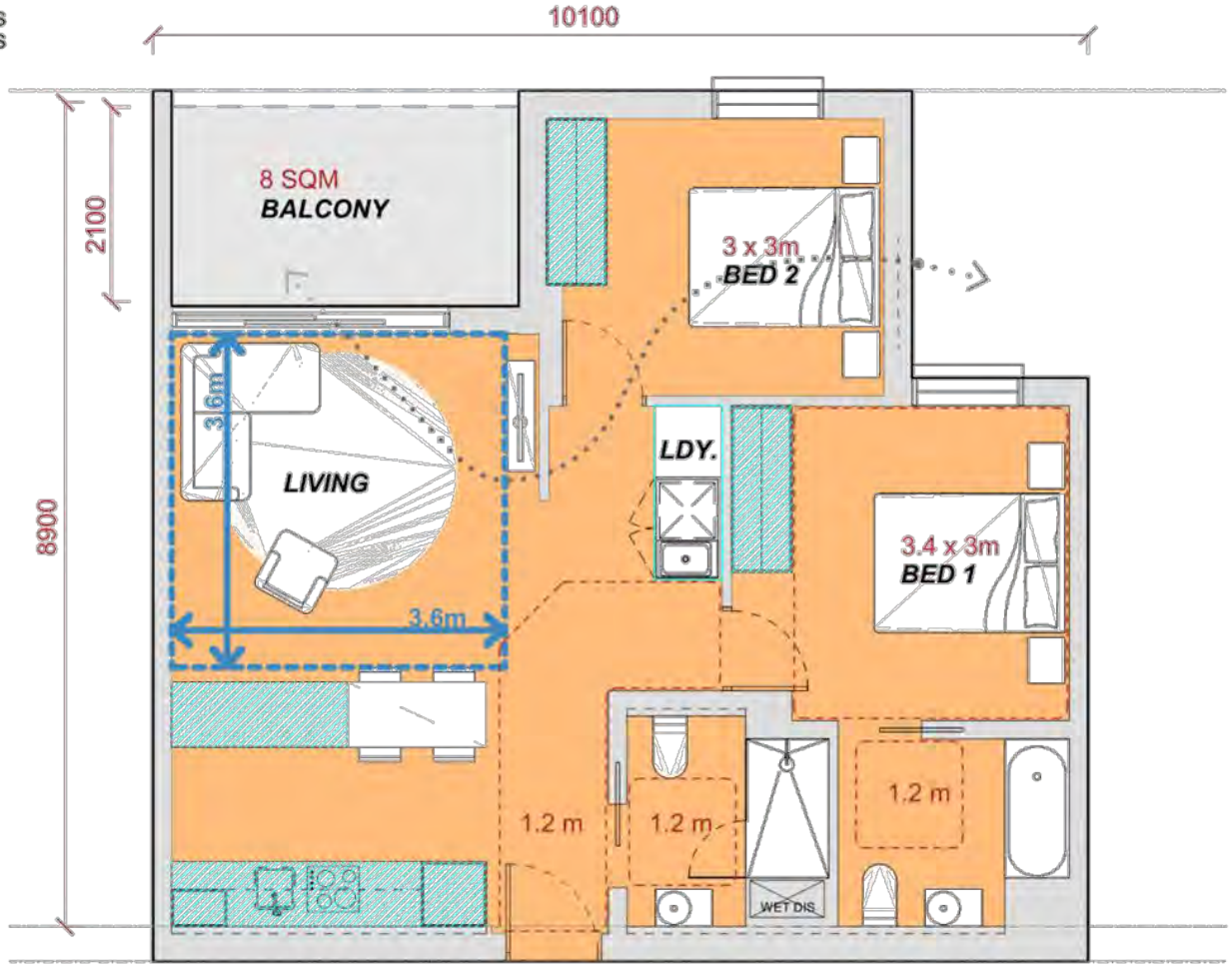
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M03B
Standard: 2 Bedroom | 2 Bathroom

INTERNAL AREA -	79.9 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	9.8 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES





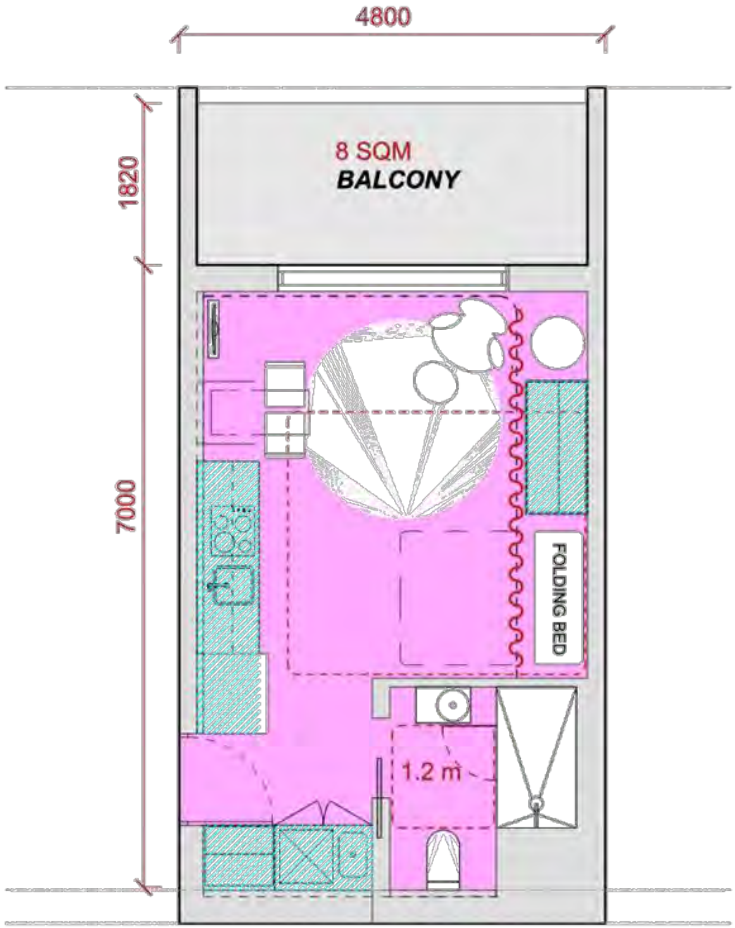
TOWN PLANNING
BUILD TO RENT APARTMENTS - M03B
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5616[04]-A3~BTR Apartment Plan - Type M03B

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M01B
STUDIO

INTERNAL AREA -	35 SQM
BALCONY AREA -	8.0 SQM
INT. STORAGE -	6.1 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	NO

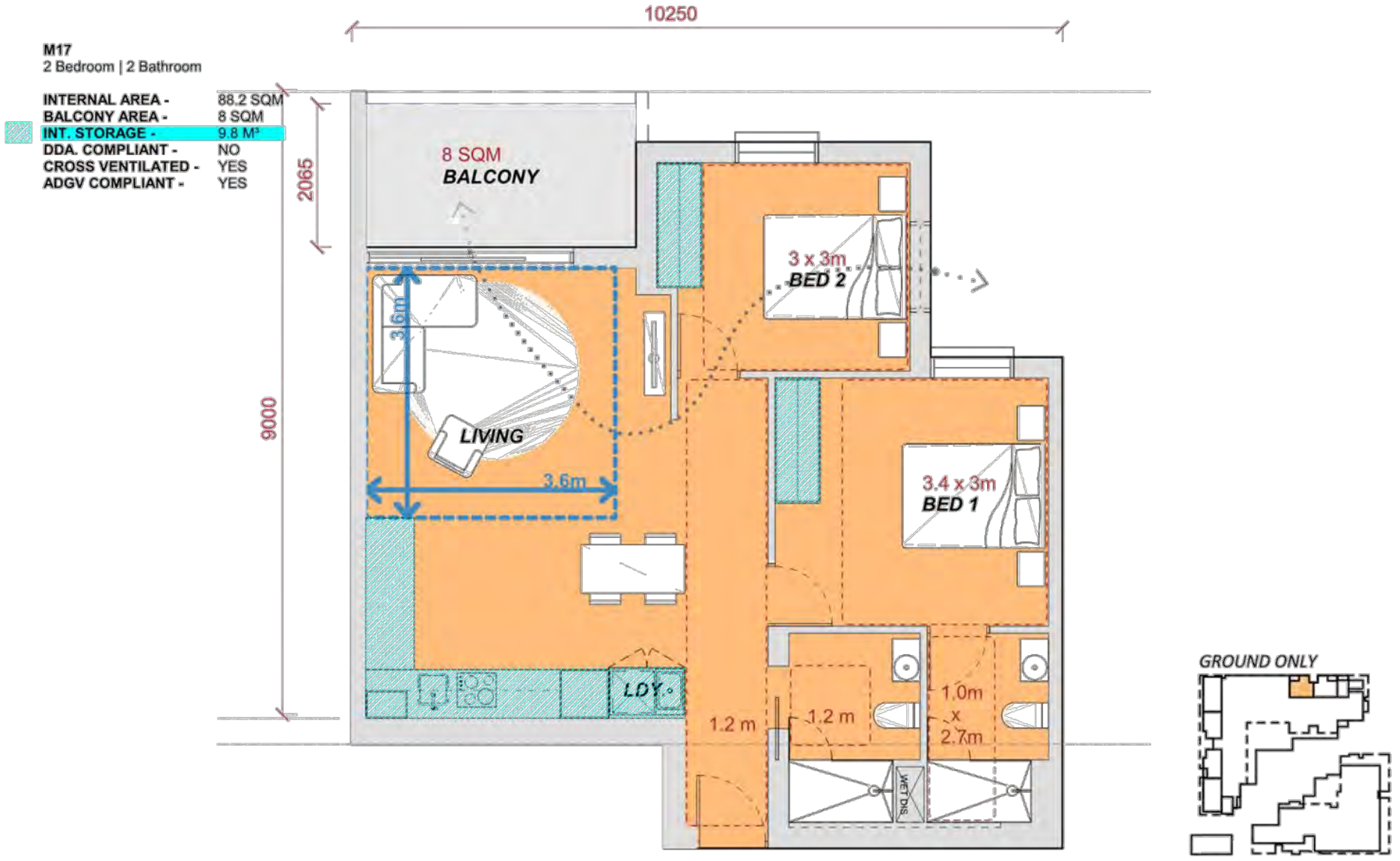




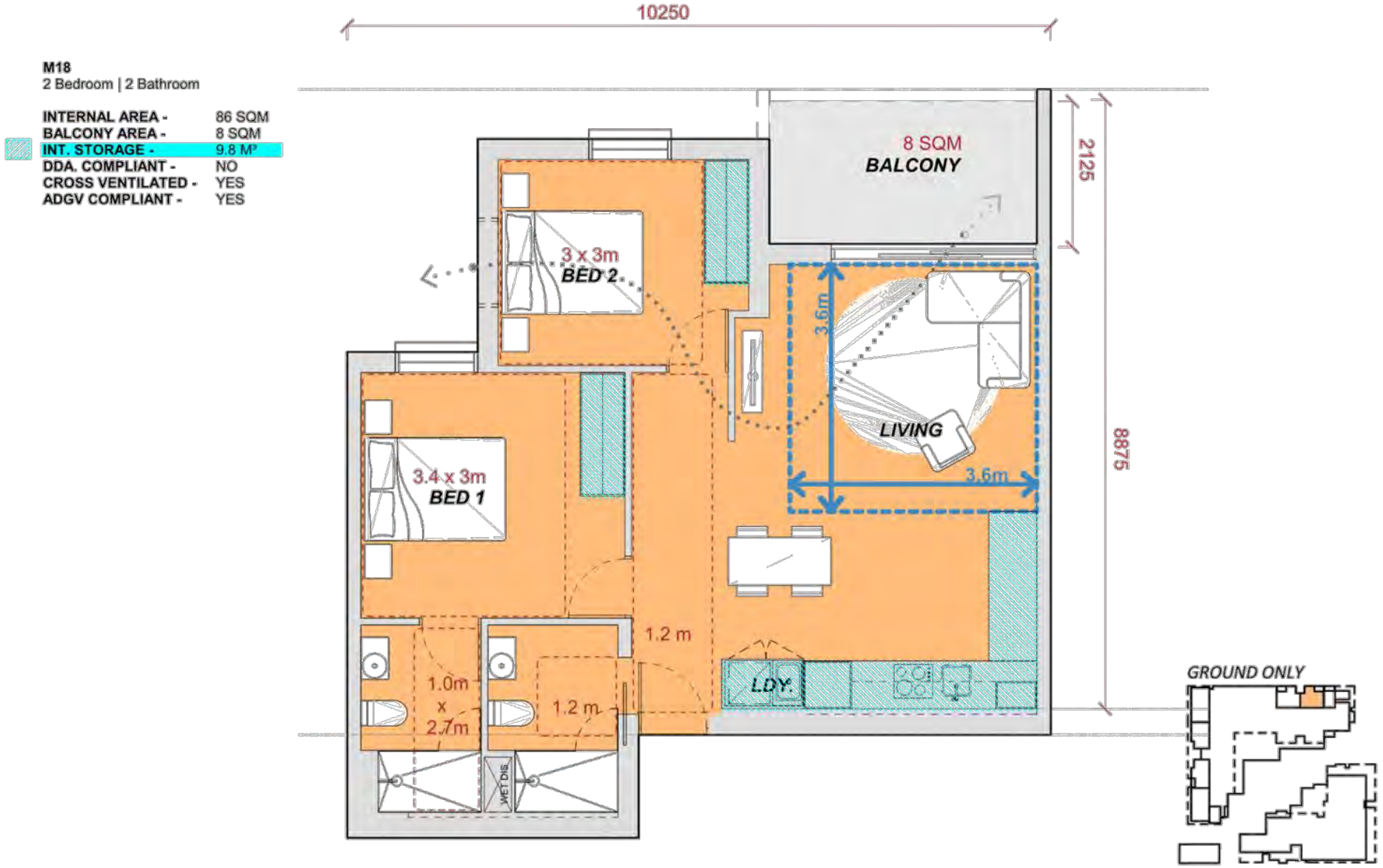
TOWN PLANNING
BUILD TO RENT APARTMENTS - M01B
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5617[04]-A3~BTR Apartment Plan - Type M01B

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



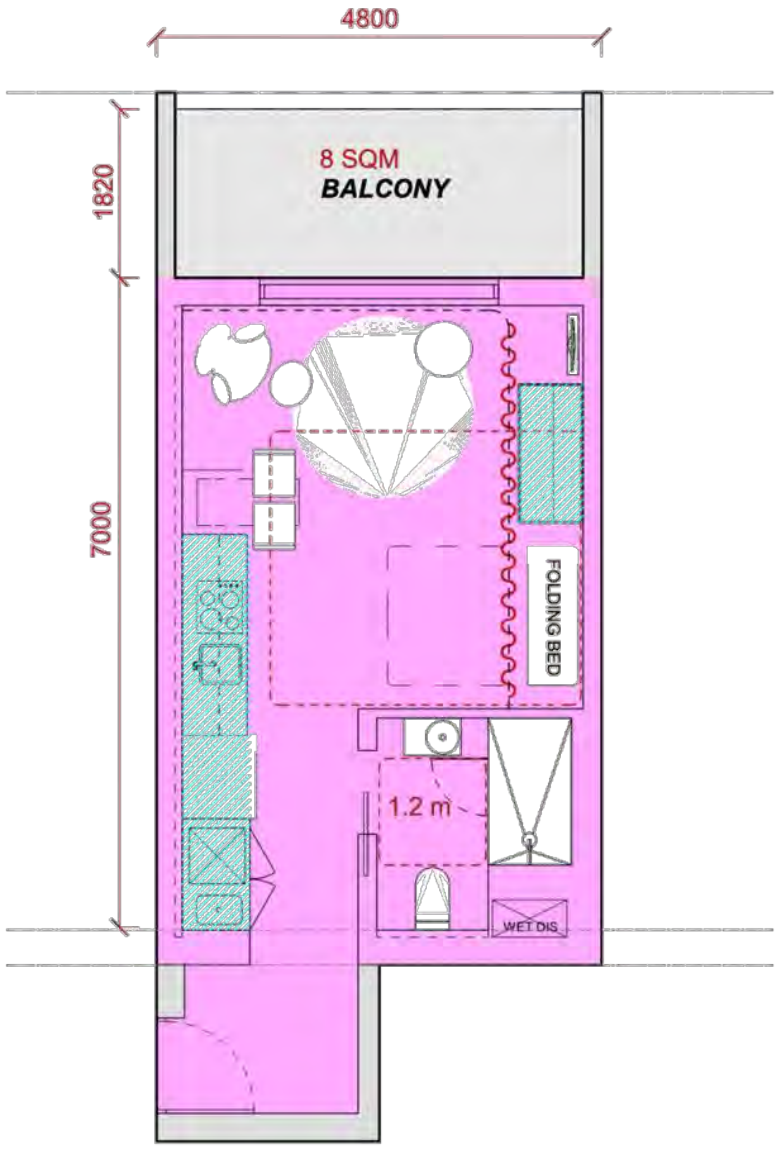
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M19
Ground: Studio

INTERNAL AREA -	40 SQM
BALCONY AREA -	9.3 SQM
INT. STORAGE -	6.26 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	NO
ADGV COMPLIANT -	NO





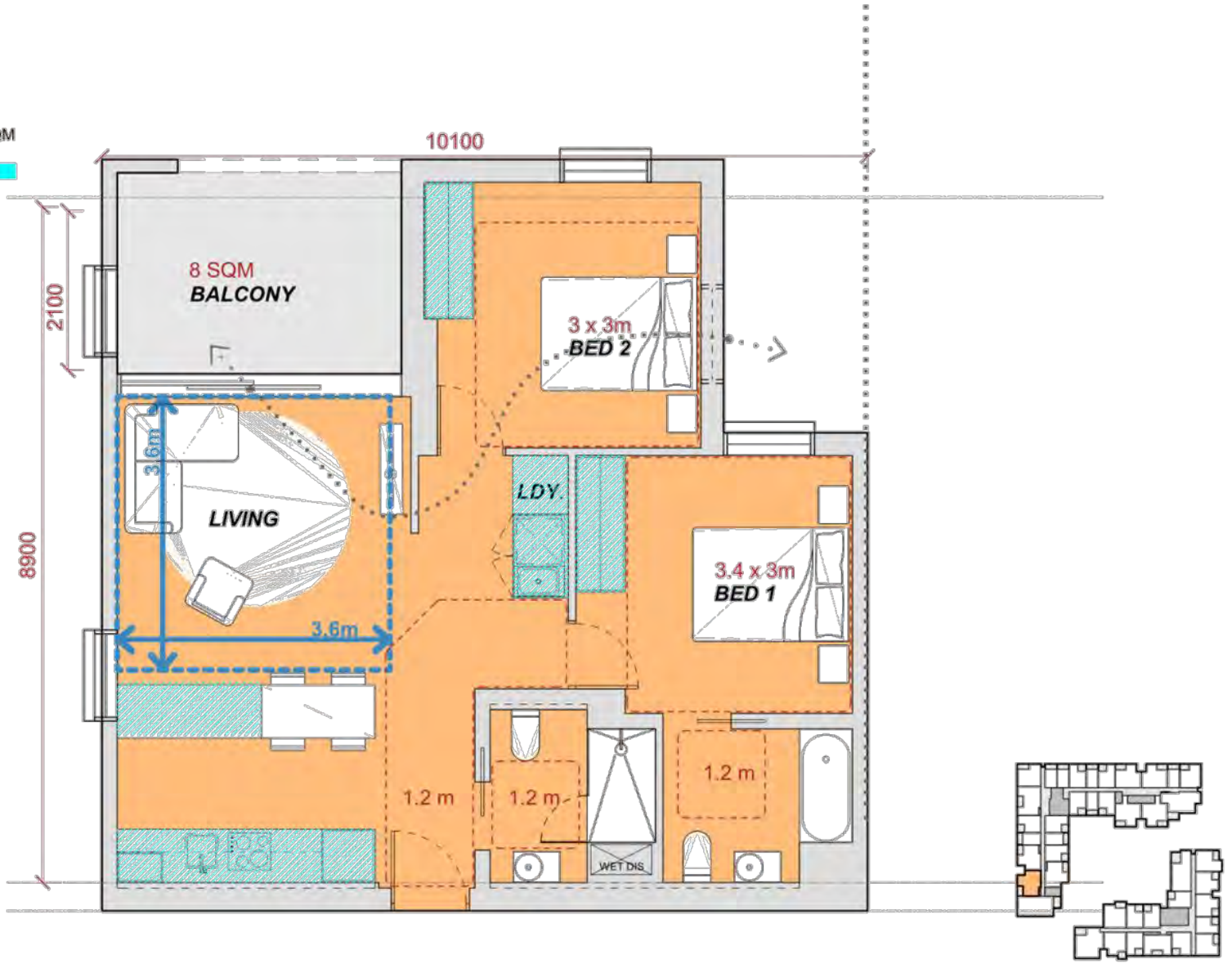
TOWN PLANNING
BUILD TO RENT APARTMENTS - M19
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5620[04]-A3~BTR Apartment Plan - Type M19

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

M03C
2 Bedroom | 2 Bathroom

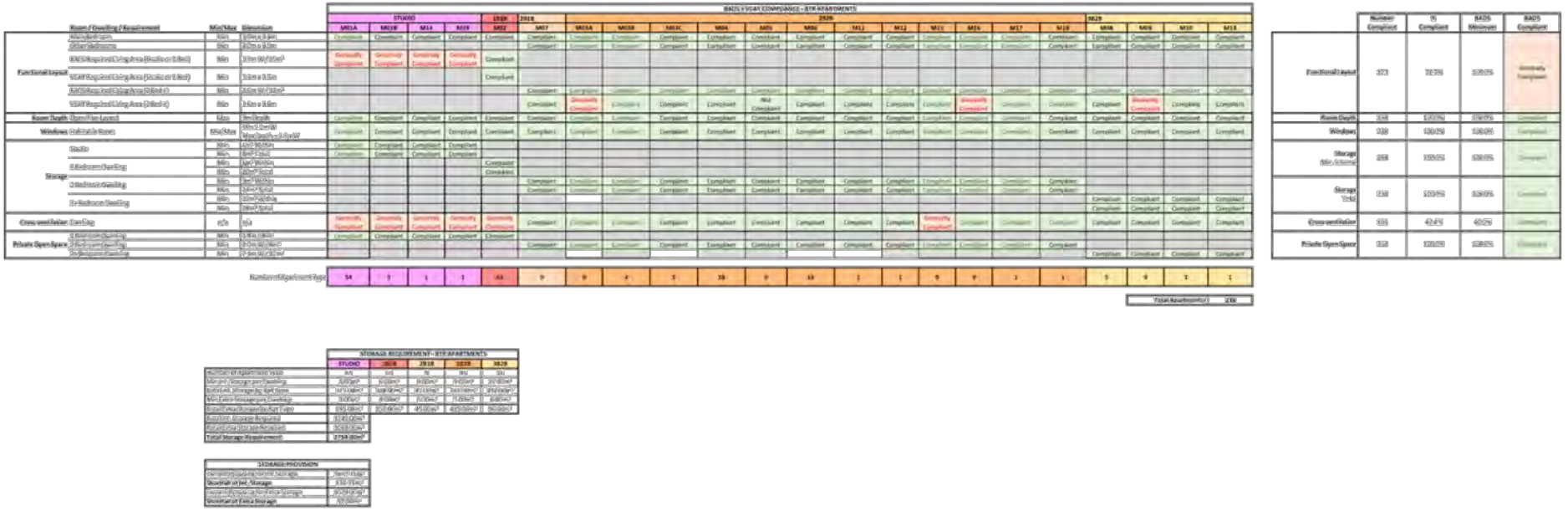
INTERNAL AREA -	82.0 SQM
BALCONY AREA -	8 SQM
INT. STORAGE -	9.8 M³
DDA. COMPLIANT -	NO
CROSS VENTILATED -	YES
ADGV COMPLIANT -	YES



TOWN PLANNING
SOCIAL HOUSING APARTMENTS - M03C
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:50@ A3 / 22/06/22

TP-A5621[04]-A3~BTR Apartment Plan - Type M03C

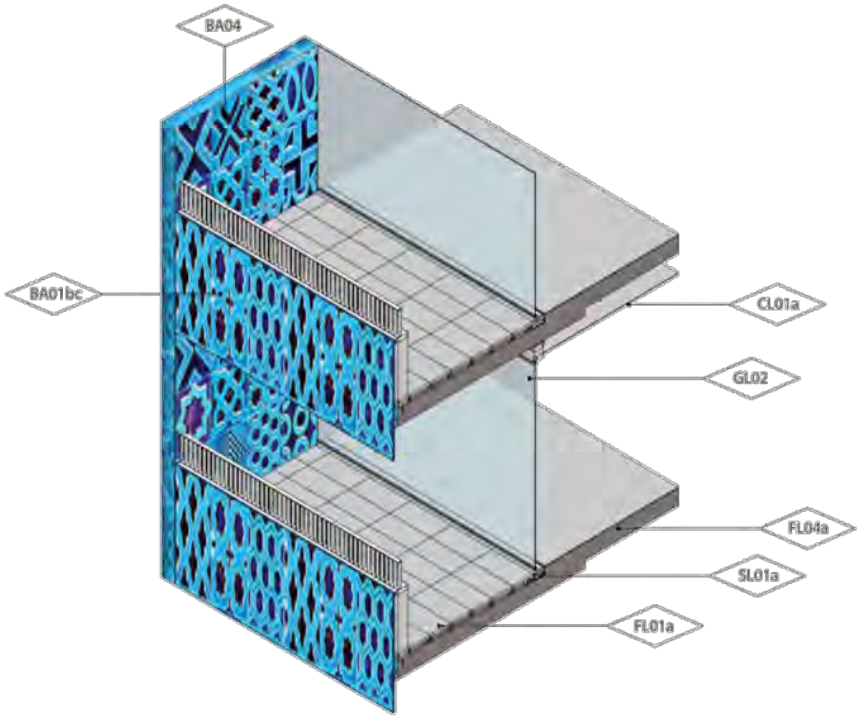
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

5.6 FACADE DETAILS

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



AXONOMETRIC SECTION

GL02 Glazed sliding door system

SL01a Slab cutdown at balcony threshold to provide step-free access

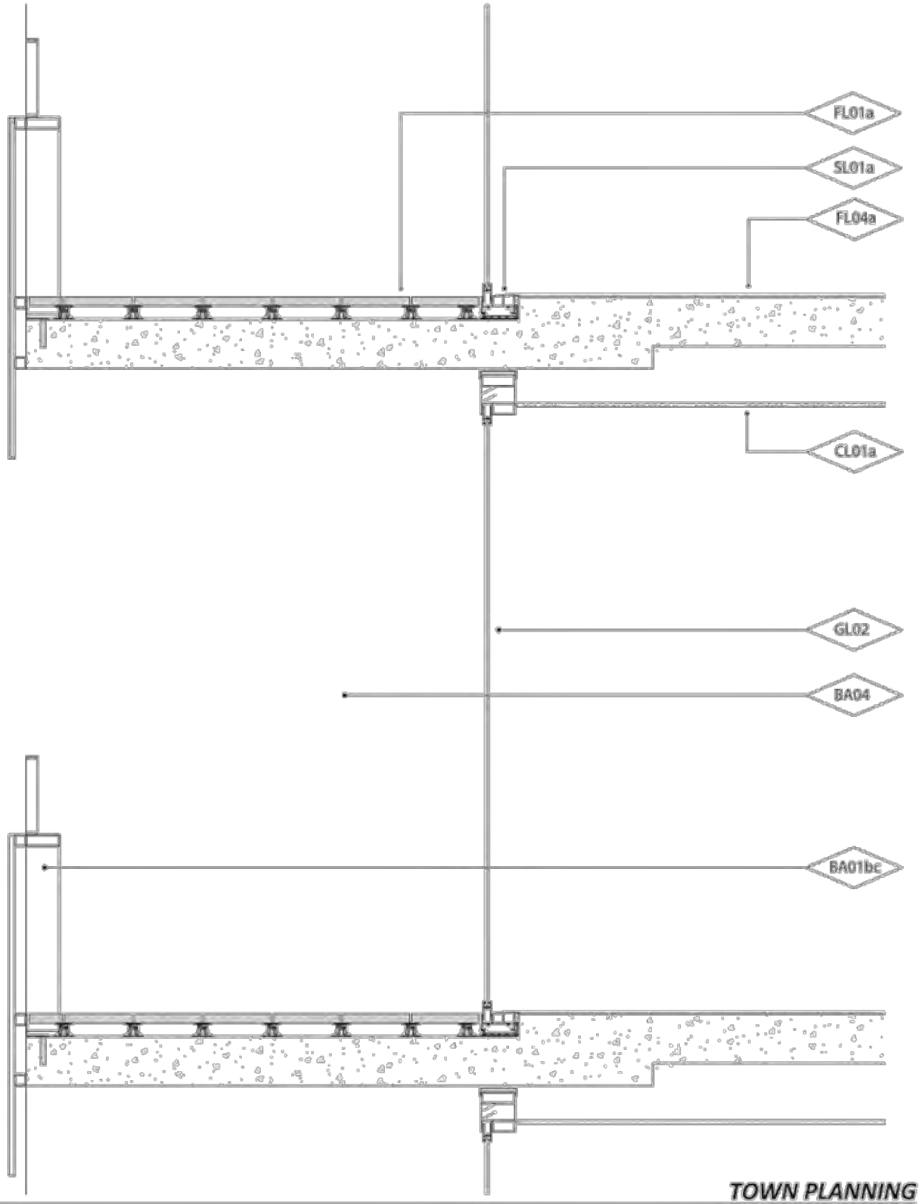
CL01a 2700 ceiling height to lounge room

FL04a Slab with selected floor finish

FL01a Pedand Paver system to balconies

BA01bc Graphic CFC Panel with Metals Fins Above

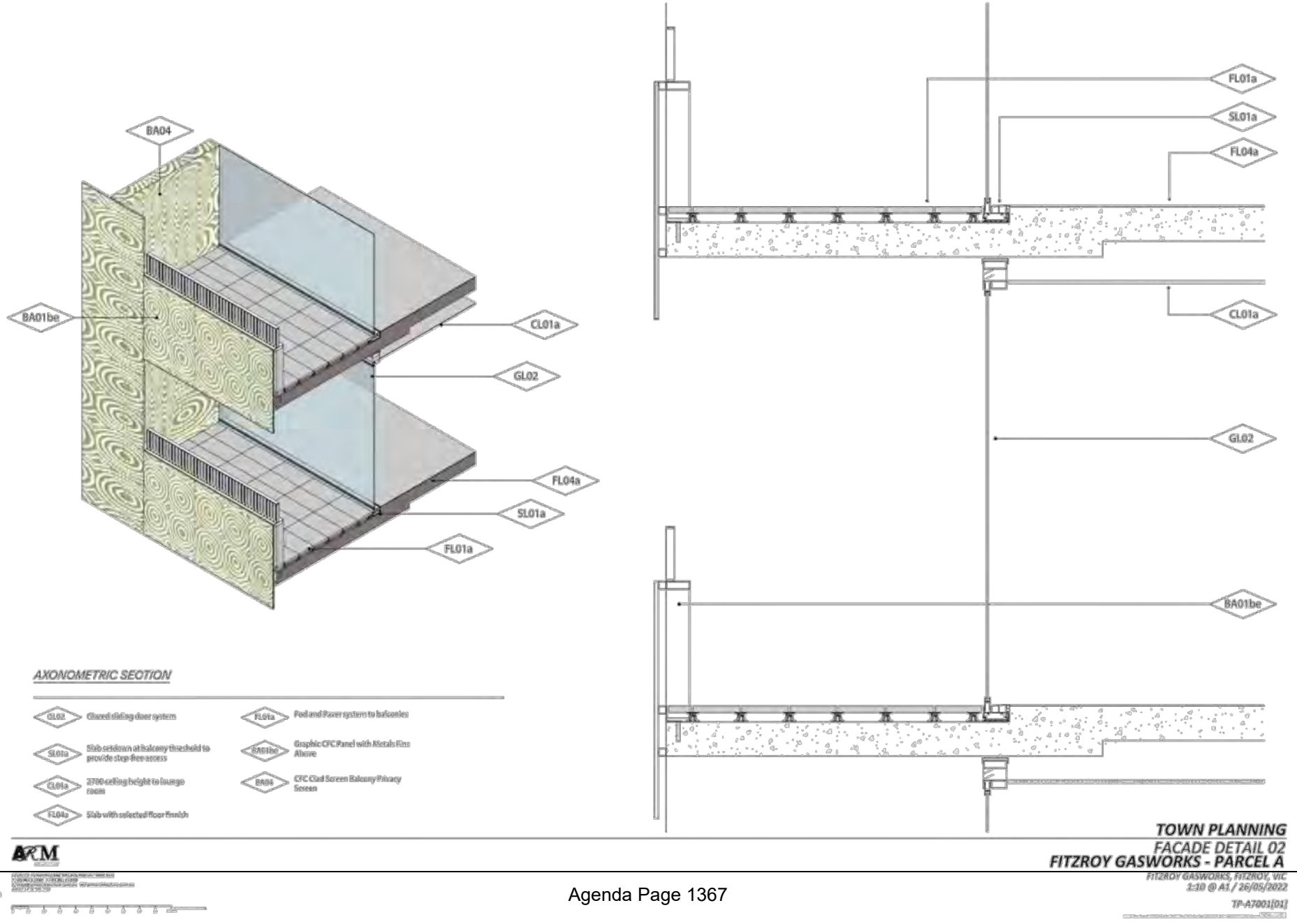
BA04 CFC Clad Screen Balcony Privacy Screen



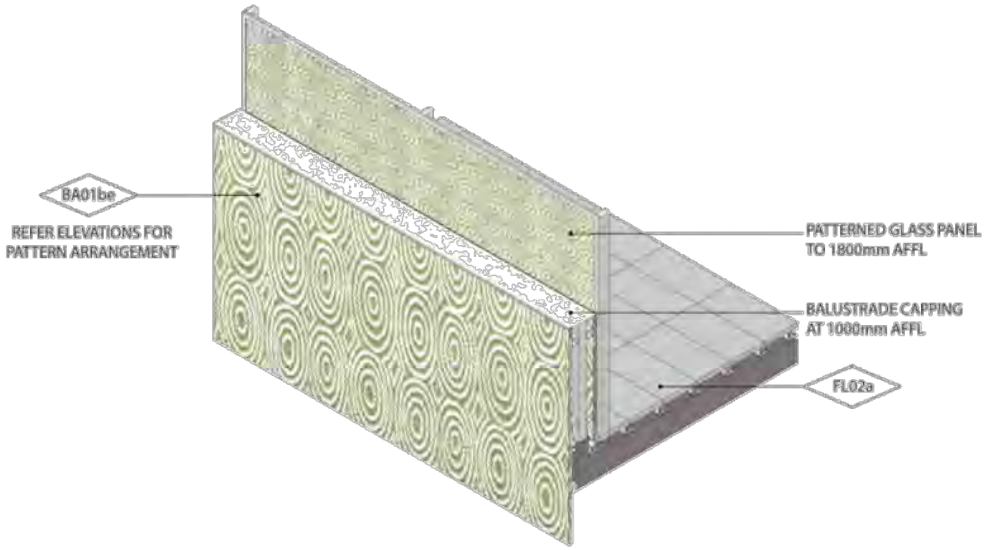
ARM

TOWN PLANNING
FACADE DETAIL 01
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:10 @ A1 / 26/05/2022
TP-A7000[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



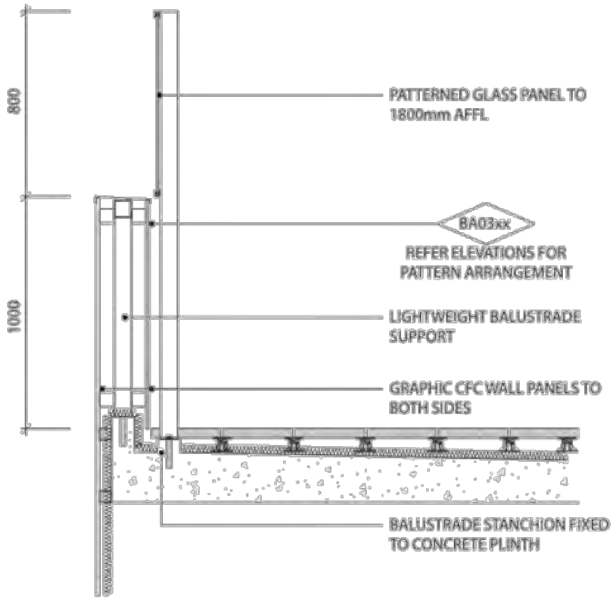
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



AXONOMETRIC SECTION

FL02a Pod and Paver system to roof

BA01bc Graphic CFC Panel with Patterned Glazing Above



FACADE TYPE 01: SECTION

TOWN PLANNING
FACADE DETAIL 03
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
1:10 @ A1 / 26/05/2022
TP-A7002[01]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

5.7 SHADOW ANALYSIS

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.




SUMMER SOLSTICE 9AM




SUMMER SOLSTICE 10AM




SUMMER SOLSTICE 11AM




SUMMER SOLSTICE 12PM




SUMMER SOLSTICE 1PM

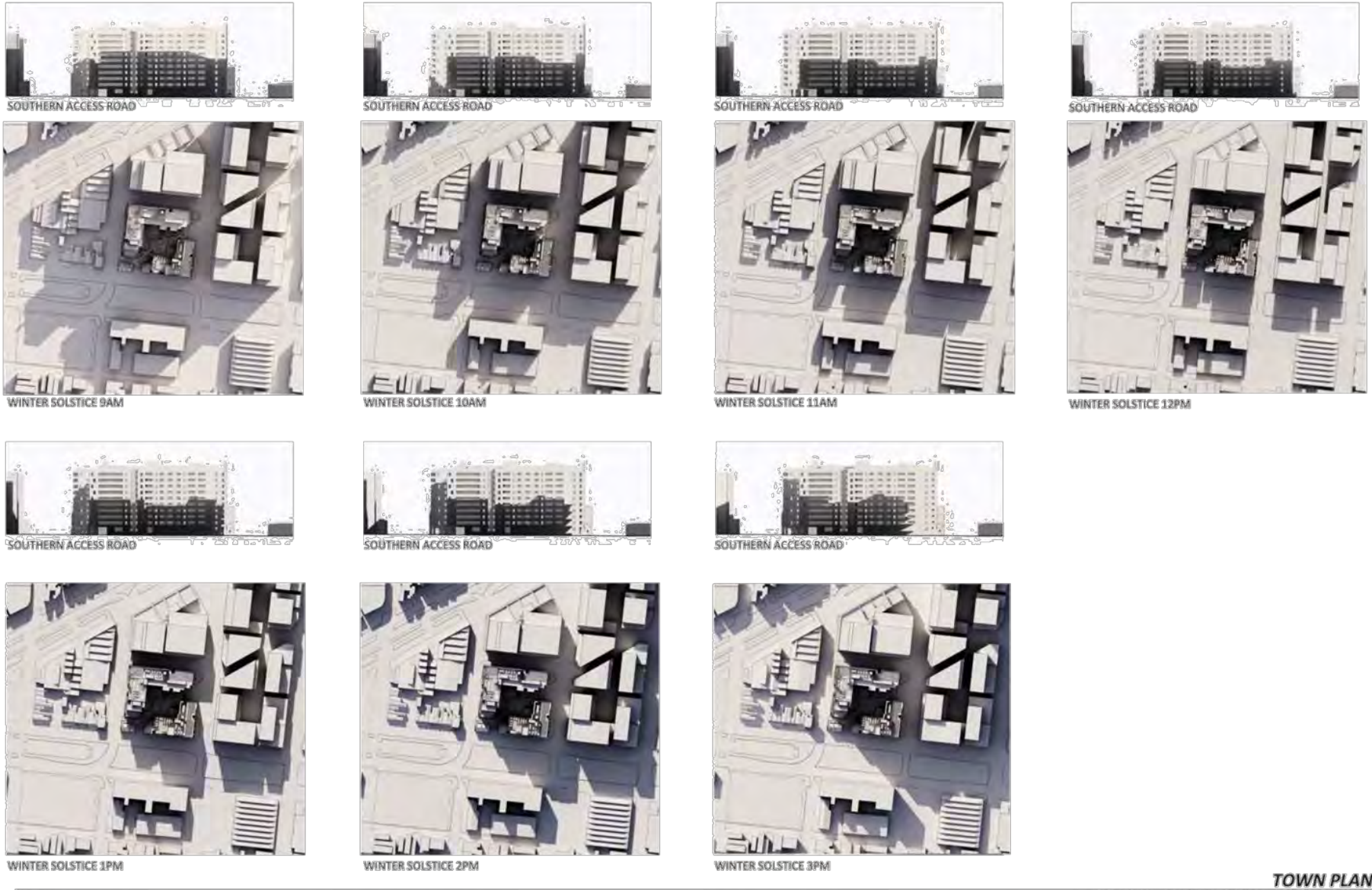



SUMMER SOLSTICE 2PM




SUMMER SOLSTICE 3PM

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



TOWN PLANNING
SHADOW DIAGRAMS - WINTER SOLSTICE
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A1 / 26/06/2022
TP-A7502[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



TOWN PLANNING
SHADOW DIAGRAMS - EQUINOX
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A1 / 26/06/2022
TP-A7501[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

5.7
VISUALISATIONS

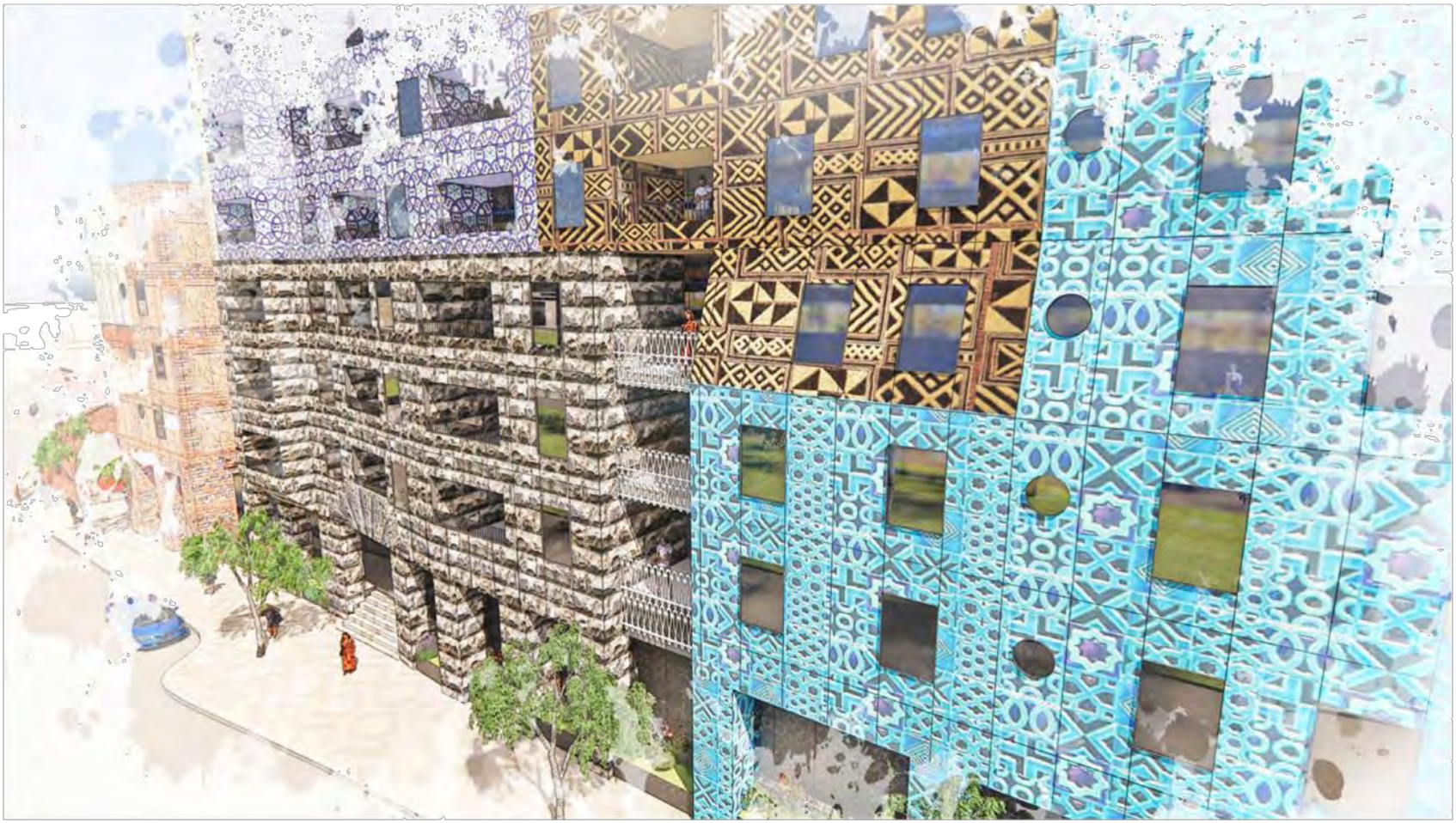
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW FROM INTERSECTION OF GORE STREET AND ALEXANDRA PARADE

TOWN PLANNING
EXTERNAL VIEW 01
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A1 / 26/05/2022
TP-A9000[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



ALEXANDRA PARADE FACADE DETAIL

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



ALEXANDRA PARADE ENTRY

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



PRECINCT ENTRY

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



GEORGE STREET

TOWN PLANNING
EXTERNAL VIEW 05
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022
TP-A9004[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



OVERVIEW FROM SOUTHWEST

TOWN PLANNING
EXTERNAL VIEW 06
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022
TP-A9005[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



GEORGE STREET OVERVIEW

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



GEORGE STREET ENTRY

TOWN PLANNING
EXTERNAL VIEW 08
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022
TP-A9007[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



GEORGE STREET LOOKING SOUTH

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



PRECINCT OVERVIEW

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VALVE HOUSE ENTRY FROM GEORGE STREET

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW FROM INTERNAL COURTYARD LOOKING EAST

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



CENTRAL COURTYARD LOOKING NORTH

TOWN PLANNING
EXTERNAL VIEW 13
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022
TP-A9012[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW FROM ALEXANDRA PARADE

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



OVERVIEW FROM GORE STREET

TOWN PLANNING
EXTERNAL VIEW 15
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022
TP-A9014[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



SOUTH EAST OVERVIEW

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



OVERVIEW FROM CORNER OF GORE STREET AND SOUTHERN ACCESS ROAD

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW FROM GORE STREET

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW FROM CORNER OF ALEXANDRA PARADE AND GORE STREET

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW TO PLAY SPACE FROM CORNER OF SOUTHERN ACCESS ROAD AND GORE STREET

TOWN PLANNING
EXTERNAL VIEW 20
FITZROY GASWORKS - PARCEL A
FITZROY GASWORKS, FITZROY, VIC
NTS @ A3 / 26/05/2022
TP-A9019[02]

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW FROM NORTH EAST CORNER (GORE STREET)

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



VIEW TO PLAY SPACE FROM CORNER OF SOUTHERN ACCESS ROAD AND GORE STREET

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 22nd 2022

CARPARK

LEVEL	AREA (m2)	Car Spaces (BTR)	Car Spaces (Social Housing)	Car Spaces (Other)	Car Spaces (Loading)	Bike Spaces (BTR)	Bike Spaces (Social Housing)	Bike Spaces (Visitors)	Bike Spaces (Employees)	Loading Bays
BASEMENT LOWER	5767	74	65	6	2	0	0	0	0	2
BASEMENT UPPER	5663	76	21	0	0	480	0	0	0	0
GROUND	N/A						180	20	4	1
TOTAL	11430	150	76	6	2	480	180	20	4	3
TOTAL PARKING		232								
PARKING RATIO	cars/m2	49								

BASEMENT AREA BREAKDOWN

	BTR PARKING	SH PARKING	COMMUNAL SPACE
BASEMENT LOWER	2549	2080	839
BASEMENT UPPER	3594	1170	899
TOTAL	6442	3250	1738

APARTMENT MIX BREAKDOWN

BTR APARTMENTS		SOCIAL HOUSING APARTMENTS	
UNIT TYPE	COUNT	UNIT TYPE	COUNT
Studio	65	1 Bed 1 Bath	45
1 Bed 1 Bath	63	1 Bed 1 Bath DDA	3
2 Bed 1 Bath	9	2 Bed 1 Bath	52
2 Bed 2 Bath	85	2 Bed 1 Bath DDA	3
3 Bed 2 Bath	16	2 Bed 2 Bath	5
		3 Bed 2 Bath	12
TOTAL	238	TOTAL	120

DEVELOPMENT AREAS & EFFICIENCY

	BTR (BUILDING M)				SOCIAL HOUSING (BUILDING L)				
LEVEL	GFA	GFA (NO BALCS)	NSA Apts	EFFICIENCY	GFA	GFA (NO BALCS)	NSA Apts	EFFICIENCY	FLEXI/RETAIL/AMENITY
G	2637	2499.7	869.9	27%	1158	1158	0	0%	392
1	2547.9	2098.7	1666.8	80%	1579.5	1379.7	1111.8	81%	0
2	2298.6	2081.4	1666.8	80%	1557.4	1374.9	1111.8	81%	0
3	2298.6	2081.4	1666.8	80%	1557.4	1374.9	1111.8	81%	0
4	2298.6	2081.4	1666.8	80%	1479.2	1346.7	1087.1	81%	0
5	2311.4	2094.2	1668.9	80%	1344.8	1224.4	968.4	79%	0
6	2178.7	1971.5	1555.6	79%	1344.8	1224.4	968.4	79%	0
7	2178.7	1971.5	1555.6	79%	1344.8	1224.4	968.4	79%	0
8	2178.7	1971.5	1555.6	79%	1344.8	1232.4	909.9	74%	0
9	2178.7	1971.5	1555.6	79%	968.1	814.1	344.1	38%	0
TOTAL	22898.9	20752.8	15228.4	73%	13668.8	12453.9	8580.7	69%	392

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

BTR TOWER - 10 STOREYS

Total Apartments No. 238

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	Studio	1 Bed 1 Bath	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
GROUND	G.BTR.01	M19	40	8	5.1	1					
GROUND	G.BTR.02	M18	86	8	9.8				1		
GROUND	G.BTR.03	M17	88.2	8	9.8				1		
GROUND	G.BTR.04	M10	119.3	51	12.8					1	
GROUND	G.BTR.05	M11	87.3	31	9.5				1		
GROUND	G.BTR.06	M12	94	31	9.5				1		
GROUND	G.BTR.07	M13	114.5	51	12.8					1	
GROUND	G.BTR.08	M14	40.6	9.3	5.6	1					
GROUND	TOTAL		569.9	197.3	74.9	2	0	0	4	2	8
LEVEL 1	L1.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 1	L1.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 1	L1.BTR.03	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 1	L1.BTR.05	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.06	M04	81	8.2	9.8				1		
LEVEL 1	L1.BTR.07	M04	81	8.2	9.8				1		
LEVEL 1	L1.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 1	L1.BTR.09	M07	70.8	8	9.1			1			
LEVEL 1	L1.BTR.10	M09	109.9	12.1	12.8					1	
LEVEL 1	L1.BTR.11	M06	84.1	29.1	9.7				1		
LEVEL 1	L1.BTR.12	M06	84.1	29.1	9.7				1		
LEVEL 1	L1.BTR.13	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 1	L1.BTR.15	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.16	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 1	L1.BTR.18	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.19	M05	78.9	8.1	9.8				1		
LEVEL 1	L1.BTR.20	M03B	79.9	8	9.8				1		
LEVEL 1	L1.BTR.21	M03A	78.2	8	9.8				1		
LEVEL 1	L1.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 1	L1.BTR.23	M02	54.8	8	6.7		1				
LEVEL 1	L1.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 1	L1.BTR.25	M16	84.7	8	9.2				1		
LEVEL 1	L1.BTR.26	M08	113.3	12	14.0					1	
LEVEL 1	TOTAL		1666.8	259.2	206.3	7	7	1	9	2	26
LEVEL 2	L2.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 2	L2.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 2	L2.BTR.03	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 2	L2.BTR.05	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.06	M04	81	8.2	9.8				1		

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

BTR TOWER - 10 STOREYS

Total Apartments No. 238

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	Studio	1 Bed 1 Bath	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 2	L2.BTR.07	M04	81	8.2	9.8				1		
LEVEL 2	L2.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 2	L2.BTR.09	M07	70.8	8	9.1			1			
LEVEL 2	L2.BTR.10	M09	108.9	12.1	12.8					1	
LEVEL 2	L2.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 2	L2.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 2	L2.BTR.13	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 2	L2.BTR.15	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.16	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 2	L2.BTR.18	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.19	M05	78.9	8.1	9.6				1		
LEVEL 2	L2.BTR.20	M03B	79.9	8	9.6				1		
LEVEL 2	L2.BTR.21	M03A	78.2	8	9.6				1		
LEVEL 2	L2.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 2	L2.BTR.23	M02	54.8	8	6.7		1				
LEVEL 2	L2.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 2	L2.BTR.25	M16	84.7	8	9.2				1		
LEVEL 2	L2.BTR.26	M08	113.3	12	12.8					1	
LEVEL 2	TOTAL		1666.8	217.2	204.9	7	7	1	9	2	26
LEVEL 3	L3.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 3	L3.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 3	L3.BTR.03	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 3	L3.BTR.05	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.06	M04	81	8.2	9.8				1		
LEVEL 3	L3.BTR.07	M04	81	8.2	9.8				1		
LEVEL 3	L3.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 3	L3.BTR.09	M07	70.8	8	9.1			1			
LEVEL 3	L3.BTR.10	M09	108.9	12.1	12.8					1	
LEVEL 3	L3.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 3	L3.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 3	L3.BTR.13	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 3	L3.BTR.15	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.16	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 3	L3.BTR.18	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.19	M05	78.9	8.1	9.6				1		
LEVEL 3	L3.BTR.20	M03B	79.9	8	9.6				1		
LEVEL 3	L3.BTR.21	M03A	78.2	8	9.6				1		
LEVEL 3	L3.BTR.22	M01A	35.5	8	5.1	1					

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

BTR TOWER - 10 STOREYS

Total Apartments No. 238

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	Studio	1 Bed 1 Bath	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 3	L3.BTR.23	M02	54.8	8	6.7		1				
LEVEL 3	L3.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 3	L3.BTR.25	M16	84.7	8	9.2				1		
LEVEL 3	L3.BTR.26	M08	113.3	12	12.6					1	
LEVEL 3	TOTAL		1666.8	217.2	204.9	7	7	1	9	2	26
LEVEL 4	L4.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 4	L4.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 4	L4.BTR.03	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 4	L4.BTR.05	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.06	M04	81	8.2	9.8				1		
LEVEL 4	L4.BTR.07	M04	81	8.2	9.8				1		
LEVEL 4	L4.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 4	L4.BTR.09	M07	70.8	8	9.1			1			
LEVEL 4	L4.BTR.10	M09	108.9	12.1	12.8					1	
LEVEL 4	L4.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 4	L4.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 4	L4.BTR.13	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 4	L4.BTR.15	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.16	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 4	L4.BTR.18	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.19	M05	78.9	8.1	9.8				1		
LEVEL 4	L4.BTR.20	M03B	79.9	8	9.8				1		
LEVEL 4	L4.BTR.21	M03A	78.2	8	9.8				1		
LEVEL 4	L4.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 4	L4.BTR.23	M02	54.8	8	6.7		1				
LEVEL 4	L4.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 4	L4.BTR.25	M16	84.7	8	9.2				1		
LEVEL 4	L4.BTR.26	M08	113.3	12	12.6					1	
LEVEL 4	TOTAL		1666.8	217.2	204.9	7	7	1	9	2	26
LEVEL 5	L5.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 5	L5.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 5	L5.BTR.03	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 5	L5.BTR.05	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.06	M04	81	8.2	9.8				1		
LEVEL 5	L5.BTR.07	M04	81	8.2	9.8				1		
LEVEL 5	L5.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 5	L5.BTR.09	M07	70.8	8	9.1			1			
LEVEL 5	L5.BTR.10	M09	108.9	12.1	12.8					1	

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

BTR TOWER - 10 STOREYS

Total Apartments No. 238

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	Studio	1 Bed 1 Bath	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 5	L5.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 5	L5.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 5	L5.BTR.13	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 5	L5.BTR.15	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.16	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 5	L5.BTR.18	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.19	M05	78.9	8.1	9.8				1		
LEVEL 5	L5.BTR.20	M03C	82	8	9.8				1		
LEVEL 5	L5.BTR.21	M03A	78.2	8	9.8				1		
LEVEL 5	L5.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 5	L5.BTR.23	M02	54.8	8	6.7		1				
LEVEL 5	L5.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 5	L5.BTR.25	M16	84.7	8	9.2				1		
LEVEL 5	L5.BTR.26	M08	113.3	12	12.6					1	
LEVEL 5	TOTAL		1668.9	217.2	204.9	7	7	1	9	2	26
LEVEL 6	L6.BTR.01	M01B	35.5	8.3	8.1	1					
LEVEL 6	L6.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 6	L6.BTR.03	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 6	L6.BTR.05	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.06	M04	81	8.2	9.8				1		
LEVEL 6	L6.BTR.07	M04	81	8.2	9.8				1		
LEVEL 6	L6.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 6	L6.BTR.09	M07	70.8	8	9.1			1			
LEVEL 6	L6.BTR.10	M09	108.9	12.1	12.8					1	
LEVEL 6	L6.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 6	L6.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 6	L6.BTR.13	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 6	L6.BTR.15	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.16	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 6	L6.BTR.18	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.19	M05	78.9	8.1	9.8				1		
LEVEL 6	L6.BTR.20	M03C	82	8	9.8				1		
LEVEL 6	L6.BTR.21	M03A	78.2	8	9.8				1		
LEVEL 6	L6.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 6	L6.BTR.23	M02	54.8	8	6.7		1				
LEVEL 6	L6.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 6	L6.BTR.25	M16	84.7	8	9.2				1		

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

BTR TOWER - 10 STOREYS

Total Apartments No. 238

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	Studio	1 Bed 1 Bath	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 6	TOTAL		1555.6	205.2	192.3	7	7	1	9	1	25
LEVEL 7	L7.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 7	L7.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 7	L7.BTR.03	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 7	L7.BTR.05	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.06	M04	81	9.2	9.8				1		
LEVEL 7	L7.BTR.07	M04	81	9.2	9.8				1		
LEVEL 7	L7.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 7	L7.BTR.09	M07	78.8	8	9.1			1			
LEVEL 7	L7.BTR.10	M09	108.9	12.1	12.8					1	
LEVEL 7	L7.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 7	L7.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 7	L7.BTR.13	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 7	L7.BTR.15	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.16	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 7	L7.BTR.18	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.19	M05	78.9	8.1	9.8				1		
LEVEL 7	L7.BTR.20	M03C	82	8	9.8				1		
LEVEL 7	L7.BTR.21	M03A	78.2	8	9.8				1		
LEVEL 7	L7.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 7	L7.BTR.23	M02	54.8	8	6.7		1				
LEVEL 7	L7.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 7	L7.BTR.25	M16	84.7	8	9.2				1		
LEVEL 7	TOTAL		1555.6	205.2	192.3	7	7	1	9	1	25
LEVEL 8	L8.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 8	L8.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 8	L8.BTR.03	M02	54.8	8	6.7		1				
LEVEL 8	L8.BTR.04	M01A	35.5	8	5.1	1					
LEVEL 8	L8.BTR.05	M02	54.8	8	6.7		1				
LEVEL 8	L8.BTR.06	M04	81	9.2	9.8				1		
LEVEL 8	L8.BTR.07	M04	81	9.2	9.8				1		
LEVEL 8	L8.BTR.08	M01A	35.5	8	5.1	1					
LEVEL 8	L8.BTR.09	M07	78.8	8	9.1			1			
LEVEL 8	L8.BTR.10	M09	108.9	12.1	12.8					1	
LEVEL 8	L8.BTR.11	M06	84.1	8.1	9.7				1		
LEVEL 8	L8.BTR.12	M06	84.1	8.1	9.7				1		
LEVEL 8	L8.BTR.13	M02	54.8	8	6.7		1				
LEVEL 8	L8.BTR.14	M01A	35.5	8	5.1	1					
LEVEL 8	L8.BTR.15	M02	54.8	8	6.7		1				

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

BTR TOWER - 10 STOREYS

Total Apartments No. 238

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	Studio	1 Bed 1 Bath	2 Bed 1 Bath	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 8	L8.BTR.16	M02	54.8	8	6.7		1				
LEVEL 8	L8.BTR.17	M01A	35.5	8	5.1	1					
LEVEL 8	L8.BTR.18	M02	54.8	8	6.7		1				
LEVEL 8	L8.BTR.19	M05	78.9	8.1	9.8				1		
LEVEL 8	L8.BTR.20	M03C	82	8	9.8				1		
LEVEL 8	L8.BTR.21	M03A	78.2	8	9.8				1		
LEVEL 8	L8.BTR.22	M01A	35.5	8	5.1	1					
LEVEL 8	L8.BTR.23	M02	54.8	8	6.7		1				
LEVEL 8	L8.BTR.24	M15	89.8	8.1	9.2				1		
LEVEL 8	L8.BTR.25	M16	84.7	8	9.2				1		
LEVEL 8	TOTAL		1555.6	205.2	192.3	7	7	1	9	1	25
LEVEL 9	L9.BTR.01	M01B	35.5	8.3	6.1	1					
LEVEL 9	L9.BTR.02	M01A	35.5	8	5.1	1					
LEVEL 9	L9.BTR.03	M02	54.8	8	6.7		1				

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

SOCIAL HOUSING TOWER - 10 STOREYS

Total Apartments No. 120

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	1 Bed 1 Bath	1 Bed 1 Bath DDA	2 Bed 1 Bath	2 Bed 1 Bath DDA	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 1	L1.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 1	L1.SH.02	L01	54.8	8	6.7	1						
LEVEL 1	L1.SH.03	L01	54.8	8	6.7	1						
LEVEL 1	L1.SH.04	L01	54.8	8	6.7	1						
LEVEL 1	L1.SH.05	L15	106.5	29.5	12.7						1	
LEVEL 1	L1.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 1	L1.SH.07	L07	70.2	8	9.5			1				
LEVEL 1	L1.SH.08	L05	70.2	23.5	9.5			1				
LEVEL 1	L1.SH.09	L04	54.8	22.4	6.7	1						
LEVEL 1	L1.SH.10	L09	82.9	28.3	9.6			1				
LEVEL 1	L1.SH.11	L02	67.1	8	6.2		1					
LEVEL 1	L1.SH.12	L12	92	8	9.0				1			
LEVEL 1	L1.SH.13	L01	54.8	8	6.7	1						
LEVEL 1	L1.SH.14	L06	75.3	8.1	10.0			1				
LEVEL 1	L1.SH.15	L14	118.7	12.1	12.2						1	
LEVEL 1	TOTAL		1111.8	199.8	130.5	5	1	6	1	0	2	15
LEVEL 2	L2.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 2	L2.SH.02	L01	54.8	8	6.7	1						
LEVEL 2	L2.SH.03	L01	54.8	8	6.7	1						
LEVEL 2	L2.SH.04	L01	54.8	8	6.7	1						
LEVEL 2	L2.SH.05	L15	106.5	12.2	12.7						1	
LEVEL 2	L2.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 2	L2.SH.07	L07	70.2	8	9.5			1				
LEVEL 2	L2.SH.08	L05	70.2	23.5	9.5			1				
LEVEL 2	L2.SH.09	L04	54.8	22.4	6.7	1						
LEVEL 2	L2.SH.10	L09	82.9	28.3	9.6			1				
LEVEL 2	L2.SH.11	L02	67.1	8	6.2		1					
LEVEL 2	L2.SH.12	L12	92	8	9.0				1			
LEVEL 2	L2.SH.13	L01	54.8	8	6.7	1						
LEVEL 2	L2.SH.14	L06	75.3	8.1	10.0			1				
LEVEL 2	L2.SH.15	L14	118.7	12.1	12.2						1	
LEVEL 2	TOTAL		1111.8	182.5	130.5	5	1	6	1	0	2	15
LEVEL 3	L3.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 3	L3.SH.02	L01	54.8	8	6.7	1						
LEVEL 3	L3.SH.03	L01	54.8	8	6.7	1						
LEVEL 3	L3.SH.04	L01	54.8	8	6.7	1						
LEVEL 3	L3.SH.05	L15	106.5	12.2	12.7						1	
LEVEL 3	L3.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 3	L3.SH.07	L07	70.2	8	9.5			1				
LEVEL 3	L3.SH.08	L05	70.2	23.5	9.5			1				
LEVEL 3	L3.SH.09	L04	54.8	22.4	6.7	1						
LEVEL 3	L3.SH.10	L09	82.9	28.3	9.6			1				
LEVEL 3	L3.SH.11	L02	67.1	8	6.2		1					
LEVEL 3	L3.SH.12	L12	92	8	9.0				1			
LEVEL 3	L3.SH.13	L01	54.8	8	6.7	1						
LEVEL 3	L3.SH.14	L06	75.3	8.1	10.0			1				

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

Town Planning - July 12th 2022

SOCIAL HOUSING TOWER - 10 STOREYS

Total Apartments No. 120

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	1 Bed 1 Bath	1 Bed 1 Bath DDA	2 Bed 1 Bath	2 Bed 1 Bath DDA	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 3	L3.SH.15	L14	118.7	12.1	12.2						1	
LEVEL 3	TOTAL		1111.8	182.5	130.5	5	1	6	1	0	2	15
LEVEL 4	L4.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 4	L4.SH.02	L01	54.8	8	6.7	1						
LEVEL 4	L4.SH.03	L01	54.8	8	6.7	1						
LEVEL 4	L4.SH.04	L01	54.8	8	6.7	1						
LEVEL 4	L4.SH.05	L15	106.5	12.2	12.7						1	
LEVEL 4	L4.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 4	L4.SH.07	L07	70.2	8	9.5			1				
LEVEL 4	L4.SH.08	L05	70.2	8	9.5			1				
LEVEL 4	L4.SH.09	L04	54.8	8.2	6.7	1						
LEVEL 4	L4.SH.10	L10	73.5	8	9.2			1				
LEVEL 4	L4.SH.11	L03	59.5	8	6.7	1						
LEVEL 4	L4.SH.12	L13	84.3	8	9.1					1		
LEVEL 4	L4.SH.13	L01	54.8	8	6.7	1						
LEVEL 4	L4.SH.14	L06	75.3	8.1	10.0			1				
LEVEL 4	L4.SH.15	L14	118.7	12.1	12.2						1	
LEVEL 4	TOTAL		1087.1	132.5	130.7	6	0	6	0	1	2	15
LEVEL 5	L5.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 5	L5.SH.02	L01	54.8	8	6.7	1						
LEVEL 5	L5.SH.03	L01	54.8	8	6.7	1						
LEVEL 5	L5.SH.04	L01	54.8	8	6.7	1						
LEVEL 5	L5.SH.05	L15	106.5	12.2	12.7						1	
LEVEL 5	L5.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 5	L5.SH.07	L07	70.2	8	9.5			1				
LEVEL 5	L5.SH.08	L05	70.2	8	9.5			1				
LEVEL 5	L5.SH.09	L04	54.8	8.2	6.7	1						
LEVEL 5	L5.SH.10	L10	73.5	8	9.2			1				
LEVEL 5	L5.SH.11	L03	59.5	8	6.7	1						
LEVEL 5	L5.SH.12	L13	84.3	8	9.1					1		
LEVEL 5	L5.SH.13	L01	54.8	8	6.7	1						
LEVEL 5	L5.SH.14	L06	75.3	8.1	10.0			1				
LEVEL 5	TOTAL		968.4	120.4	116.5	6	0	6	0	1	1	14
LEVEL 6	L6.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 6	L6.SH.02	L01	54.8	8	6.7	1						
LEVEL 6	L6.SH.03	L01	54.8	8	6.7	1						
LEVEL 6	L6.SH.04	L01	54.8	8	6.7	1						
LEVEL 6	L6.SH.05	L15	106.5	12.2	12.7						1	
LEVEL 6	L6.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 6	L6.SH.07	L07	70.2	8	9.5			1				
LEVEL 6	L6.SH.08	L05	70.2	8	9.5			1				
LEVEL 6	L6.SH.09	L04	54.8	8.2	6.7	1						
LEVEL 6	L6.SH.10	L10	73.5	8	9.2			1				
LEVEL 6	L6.SH.11	L03	59.5	8	6.7	1						
LEVEL 6	L6.SH.12	L13	84.3	8	9.1					1		
LEVEL 6	L6.SH.13	L01	54.8	8	6.7	1						

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

Fitzroy Gasworks - Development Schedule

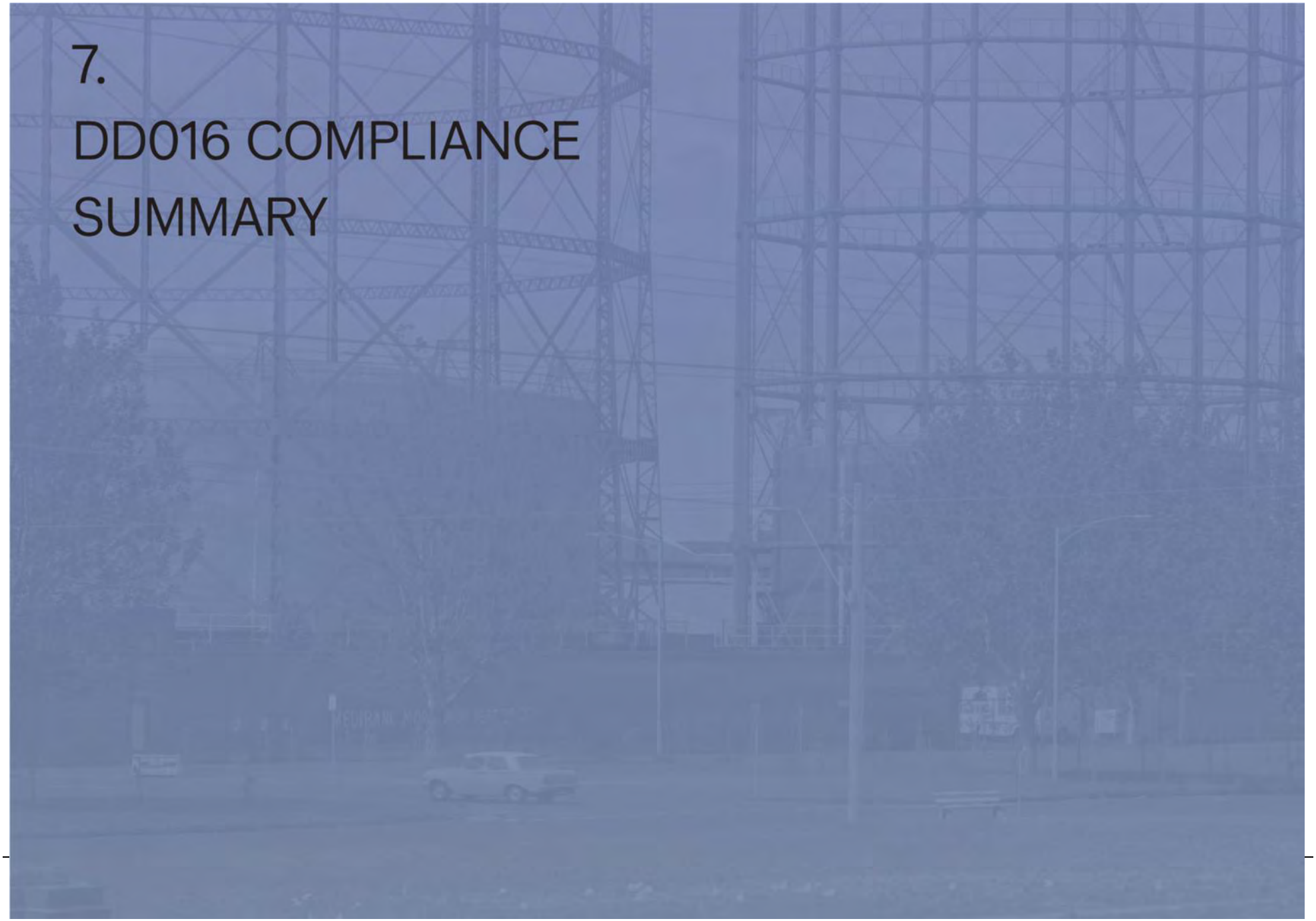
Town Planning - July 12th 2022

SOCIAL HOUSING TOWER - 10 STOREYS

Total Apartments No. 120

Level	Apartment #	Apartment Type Code	NSA (m2)	Balconies / P.O.S (m2)	Internal Apartment Storage Volume (m3)	1 Bed 1 Bath	1 Bed 1 Bath DDA	2 Bed 1 Bath	2 Bed 1 Bath DDA	2 Bed 2 Bath	3 Bed 2 Bath	Total Apartments
LEVEL 6	L6.SH.14	L06	75.3	8.1	10.0			1				
LEVEL 6	TOTAL		968.4	120.4	118.5	6	0	6	0	1	1	14
LEVEL 7	L7.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 7	L7.SH.02	L01	54.8	8	6.7	1						
LEVEL 7	L7.SH.03	L01	54.8	8	6.7	1						
LEVEL 7	L7.SH.04	L01	54.8	8	6.7	1						
LEVEL 7	L7.SH.05	L15	100.5	12.2	12.7						1	
LEVEL 7	L7.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 7	L7.SH.07	L07	70.2	8	9.5			1				
LEVEL 7	L7.SH.08	L05	70.2	8	9.5			1				
LEVEL 7	L7.SH.09	L04	54.8	8.2	6.7	1						
LEVEL 7	L7.SH.10	L10	73.5	8	9.2			1				
LEVEL 7	L7.SH.11	L03	59.5	8	6.7	1						
LEVEL 7	L7.SH.12	L13	84.3	8	9.1					1		
LEVEL 7	L7.SH.13	L01	54.8	8	6.7	1						
LEVEL 7	L7.SH.14	L06	75.3	8.1	10.0			1				
LEVEL 7	TOTAL		968.4	120.4	118.5	6	0	6	0	1	1	14
LEVEL 8	L8.SH.01	L11	79.5	8.1	9.3			1				
LEVEL 8	L8.SH.02	L01	54.8	8	6.7	1						
LEVEL 8	L8.SH.03	L01	54.8	8	6.7	1						
LEVEL 8	L8.SH.04	L01	54.8	8	6.7	1						
LEVEL 8	L8.SH.05	L15	100.5	12.2	12.7						1	
LEVEL 8	L8.SH.06	L08	75.4	11.8	9.0			1				
LEVEL 8	L8.SH.07	L07	70.2	8	9.5			1				
LEVEL 8	L8.SH.08	L05	70.2	8	9.5			1				
LEVEL 8	L8.SH.09	L04	54.8	8.2	6.7	1						
LEVEL 8	L8.SH.10	L10	73.5	8	9.2			1				
LEVEL 8	L8.SH.11	L13	84.3	8	9.1					1		
LEVEL 8	L8.SH.12	L01	54.8	8	6.7	1						
LEVEL 8	L8.SH.13	L06	75.3	8.1	10.0			1				
LEVEL 8	TOTAL		908.9	112.4	111.8	5	0	6	0	1	1	13
LEVEL 9	L9.SH.01	L08	75.4	11.8	9.0			1				
LEVEL 9	L9.SH.02	L07	70.2	8	9.5			1				
LEVEL 9	L9.SH.03	L05	70.2	8	9.5			1				
LEVEL 9	L9.SH.04	L04	54.8	8.2	6.7	1						
LEVEL 9	L9.SH.05	L10	73.5	8	9.2			1				
LEVEL 9	TOTAL		344.1	44.0	43.9	1	0	4	0	0	0	5

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

DP016 Requirement	How Addressed	Compliance
General		
Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.	Parcel A incorporates Social Housing (Building L) and Build To Rent residential apartments. Retail uses are provided at the ground floors to both buildings. For further information refer to the Land Use section of this report.	Yes
Respond to the significance of Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.	The built form reflects the planning envelope as per the Development Plan. The form steps back from the Valve House and then rises to Gore Street. A colonnade is provided to Alexandra Parade frontage. For further information refer to the Built Form section of this report.	Yes
Create useable, safe and accessible public spaces to meet local needs and improve resident amenity and usability.	Spaces have designed to be readily accessible to residents and the surrounding community vis clearly defined entry and pathways. For further information refer to Land Use section of this report and the Landscape report that forms part of this submission.	Yes
Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods	Parcel A is highly permeable to pedestrians and cyclists with clearly designated safe routes providing access the the surrounding neiborhood. For further information refer to the Land Use and Access sections of this report and the Landscape report that forms part of this submission.	Yes
Provide a range of dwelling types to cater for a variety of housing needs including the provision of up to 20% of dwellings as Affordable Housing (as defined at section 3AA of the Planning and Environment Act 1987).	A range of 1, 2 and 3 bedroom dwellings have been provided throughout Parcel A inlcuding a provision for affordable housing. For further information refer to the Development Schedule and plans in this report for further information.	Yes
Provide community infrastructure to service the needs of the local area ensuring they compliment the adjoining proposed indoor sports courts and integration of the site with the adjoining proposed education facility.	A large play area is provided to the northeast corner of Parcel A adjacent to the Sports Courts and the Gore Street spine. The existing Valve House is to be restored to allow for future use. For further information refer to the Land Use section of this report and the Landscape report that forms part of this submission.	Yes
Incorporate sustainable design features to address water management, solar access and innovative energy saving initiatives.	A comprehensive suite of sustainable design features is proposed. These address energy conservation, water conservation, water sensitive urban design and waste management. A large PV array is proposed to the roof levels to provide on site power generation, with all irrigation provided via non-potable sources. For further information refer to the Sustainability section of this report and the Landscape report that forms part of this submission.	Yes
Site Design and Land Use		
Develop a coherent and identifiable precinct	The Architectural design strategy creates a clear identity for the precinct. Sightlines through the site highlight the restored Valve House to create a sense of identity for the precinct, and link back to its historic use as the Fitzroy Gasworks. For further information refer to the Design Response and Heritage sections of this report.	Yes
Design to address and activate the public realm, without privatising its amenity.	Parcel A is bisected by a pedestrian friendly central spine which is flanked by user amenity and retail spaces to ensure activation. The central spine is not gated and able to be accessed at all times. For further information refer to the Land Use section of this report.	Yes
A minimum of 8% of the site to be provided as public open space.	The 8% of public open space is provided along the Gore Street extension which falls outside of Parcel A and as such is not applicable to this submission.	NA
Support retail, office and other uses at street level.	Parcel A provides a mix of retail, user amenity, residential apartments and public open space at ground level. For further information refer to the Land Use section of this report.	Yes
Promote urban legibility and high quality public access to and through the site including clear site lines and a choice of routes.	Parcel A is bisected by a pedestrian friendly central spine which is flanked by user amenity and retail spaces to ensure activation. The central spine is not gated and able to be accessed at all times. For further information refer to the Land Use section of this report.	Yes
Minimise over shadowing effects within the site and on adjoining land.	Overshadowing of within the site and on adjoining land reflects the built form and shadowing studies produced for the DP. Communal open spaces have been placed on the rooftops to maximise sunlight access.For further informtaion refer to the Shadow Diagrams section of this report.	Yes
Design public open spaces to have good solar amenity, good passive surveillance.	Public open space has been designed as transitory spaces and dwelling spaces. The main dwelling space is located adjacent to the Gore Street spine and receives good solar amenity. The central transitory space is flanked on both sides by user amenity and retail areas. Upper level apartments overlook this space ensuring excellent passive surveillance for all areas of the site. For further informtaion refer to the Land Use section of this report and the Landscape report that forms part of this submission.	Yes
Avoid buildings that disproportionately overwhelm public spaces	The built form relects the overall massing proposed in the DP. Colonnades and raked façade articulation have been introduced at the lower levels to minimise the visual impact of the forms above. Within the central courtyard a single level podium further diminishes the visual impact of the form above and introduces human scaled elements within this importantt space. Ground level apartments have been provided to George Street and the Southern Access Road to provide human scale at street level. For further information refer to the Built Form and Design Response sections of this report.	Yes

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

DP016 Requirement	How Addressed	Compliance
Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.	Extensive landscaping is provided within Parcel A at ground and roof levels. Deep Soil planting is proposed to the northeast play area. For further information refer to the Landscape report that forms part of this submission.	Yes
Provision of street trees, high quality lighting and other streetscape enhancements.	The built form has been set back at George Street to allow for the widening of the footpath and the introduction of street planting. Street planting is proposed to Gore Street and the Southern Accesss Road. For further information refer to the Landscape report that forms part of this submission.	Yes
Retain the visual prominence of at least the top third of the individually significant Shot Tower from primary views when viewed from or through the site.	The proposed view cone towards the Clifton Hill Shot Tower falls outside of Parcel A in the area adjacent to Smith Street as such this requirment is not applicable to this submission	NA
Built Form		
Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site.	The built form of Parcel A is generally in accordance with the setbacks and planning envelope outlined in the DP. The built form adjacent to the Valve House steps back in order to provide clear sightlines towards this important building. Minor encroachments into the setbacks are proposed in order to provide facade articluation in line with the DP and to address construction requirements associated with DDA compliant apartments . For further information refer to the Built Form and Design Repsonse sections of this report.	Yes
Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.	The architectural design proposes an artciluated façade that is further broken down by the material treatment. Human scale colonnades are provided at ground level with residential apartments with raised courtyards provided at George Street. Entry points to buildings are provided to the main street frontages and from the central courtyard. The provision of user amenties and retail areas at ground level has allowed for the introduction of a single level stepped podium form within the central courtyard which further diminshes the visual impact of the building massing. For further information refer to the Built Form, Land Use and Design Response sections of this report.	Yes
Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.	The architectural design proposes an artciluated façade that is further broken down by the material treatment. Human scale colonnades are provided at ground level with residential apartments with raised courtyards provided at George Street. Entry points to buildings are provided to the main street frontages and from the central courtyard. The provision of user amenties and retail areas at ground level has allowed for the introduction of a single level stepped podium form within the central courtyard provides human scale and activity. For further information refer to the Built Form, Land Use and Design Response sections of this report.	Yes
Activate street frontages with windows at upper levels, building entries from main lobbies and ground floor apartments to contribute to street life and safety through passive surveillance.	Human scale colonnades are provided at ground level with residential apartments with raised courtyards provided at George Street. Entry points to buildings are provided to the main street frontages and from the central courtyard. The provision of user amenties and retail areas at ground level ensures activation with passive suveillance provioded by the apartments above. For further information refer to the Built Form, Land Use and Design Response sections of this report.	Yes
Avoid visually dominant buildings through use of discontinuous forms, well-articulated facades and high-quality materials that weather well and are environmentally sustainable.	The architectural design proposes an artciluated façade that is further broken down by the material treatment. Materials have been selected for the high quality and robustness. The proposed facade construction methodology provides an excellent environmental outcome. For further information refer to the Built Form, Facade Systems, Materials and Design Response sections of this report.	Yes
A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views and provide maximum sunlight to these spaces.	Apartments have been designed to avoid direct views into into habitable spaces. For further information refer to the Plans contained within this report.	Yes
Provide wind climate design to ameliorate wind conditions at street level, public spaces, balconies and adjoining properties.	Balconies are generally recessed to allow use at all times. For further information regarding the wind impacts to the project refer to the Wind Report that forms part of this submission.	Yes
Provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic and trams.	Balconies are generally recessed to allow use at all times. The proposed construction methodology proposes high quality insulation and glazing systems to the facades to address ESD and acoustic issues. For further information regarding the acoustic impacts to the project refer to the Acoustic Report that forms part of this submission.	Yes
Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.	The built form of Parcel A is broken into two L shaped, stepped buildings based on the perimter block form stipulated in the DP. These are seperated by a minium of 9m as per the designated view corridor that runs through the centre of the sight to the Valve House. For further information refer to the Built Form section of this report.	Yes
Provide internal courtyards, supported by communal roof terraces and balconies facing out to the street in mixed use developments.	Parcel A is provided with a generous central courtyard and rooftop gardens that are provided with views to the surrounding suburbs and beyond. Balconies either face outwards towards the surrounding neighborhood or into the central courtyard. Cores have been loacted at the inner elbows of the L shaped buildings to ensure that adjacent apartments are not looking on to one another. For further information refer to the Built Form and Plans sections of this report.	Yes
Design all development parcels as perimeter blocks. Perimeter blocks should be defined by groups of buildings, with a range of building heights, to create a fine grain and articulated streetscape.	The two L shaped buildings on Parcel A are designed as perimeter block forms. These step away from the Valve House as per the planning envelope proposed in the DP. A colonnade at ground level and ground level apartments to George Street and the Southern Access Road ensure fine grain and an articulated streetscape.	Yes
Avoid podium and tower typologies.	No podium is provided to the external streetscapes. A single level podium exists within the central courtyard to assist with façade articulation and activations within the space.	Yes

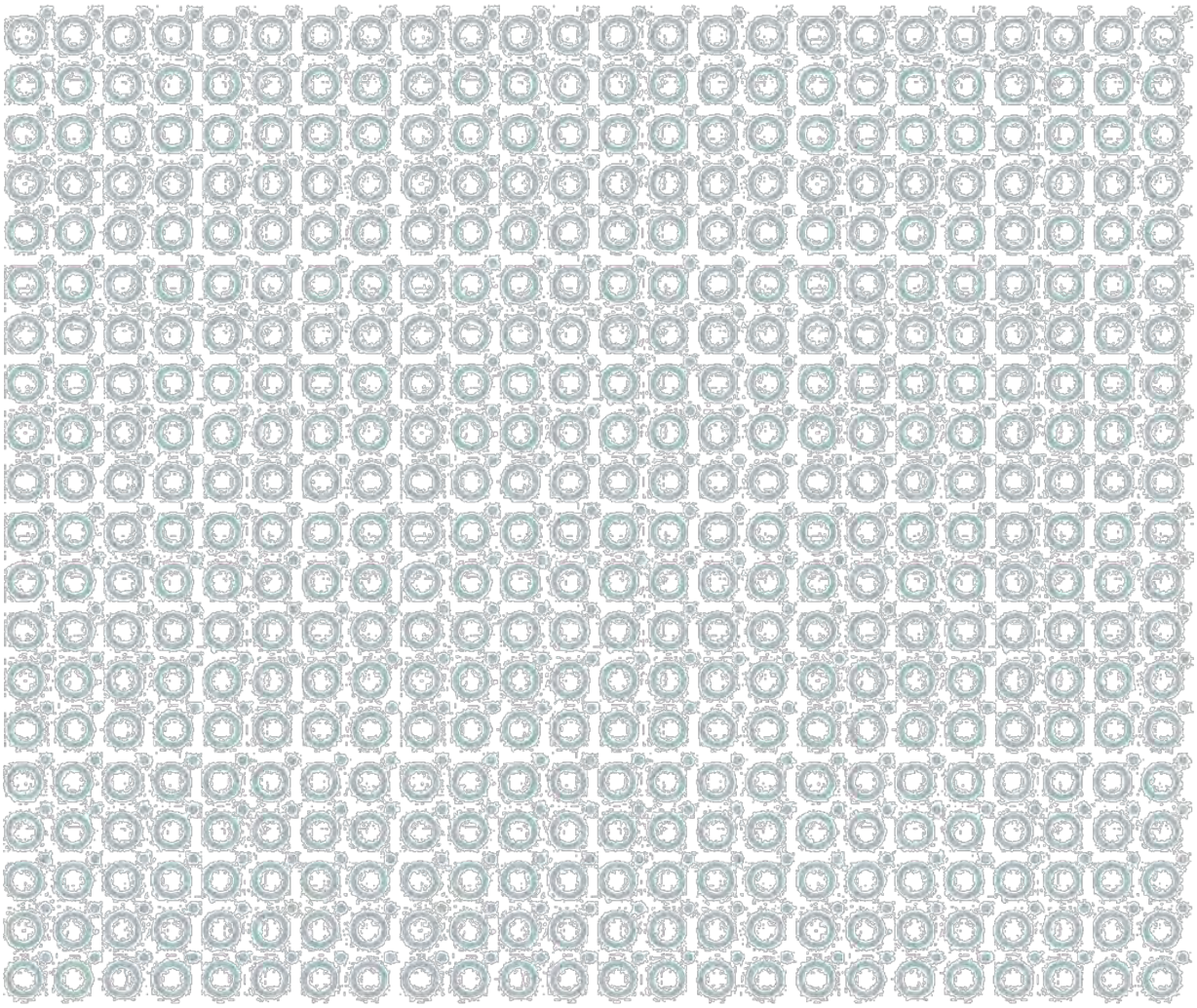
Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.

DP016 Requirement	How Addressed	Compliance
Movement		
Design effective traffic management and car parking to service the whole site. Innovative approaches to car parking provision will be considered.	A single entry point to the residential carparking has been provided as per the DP. Car parking rates have been reviewed in line with the bicycle provisions and excellent public transport opportunities adjacent to the site. For further information refer to the Traffic report that forms part of this submission.	Yes
Provide for safe and convenient pedestrian, cyclist, and vehicular access.	A single entry point to the residential carparking has been provided as per the DP. Bicycle parking has been provided at gorund for Building L with access provided via an adjacent ramp. Building M bicycle parking is loacted within the basement levels and is accessed via a dedicated lift to the northeast corner of the site. This arrangment ensures that interaction between cyclists and vehicles is minimised. For further information refer to the Traffic report that forms part of this submission.	Yes
Minimise vehicle entries to reduce impact on footpaths.	A single entry point to the residential carparking has been provided as per the DP. Car parking rates have been reviewed in line with the bicycle provisions and excellent public transport opportunities adjacent to the site. For further information refer to the Traffic report that forms part of this submission.	Yes
Provide two bicycle spaces per dwelling	Two bicycle bays per dwelling have been provided to Building M. Following a detailed review of the requirements for Building L the rate was reduced to 1.5 bicycle bays for Building L only. For further information refer to the Traffic report that forms part of this submission.	Yes
Design vehicle access and egress to and from the site to avoid tram delays along Smith Street.	This area falls outside of the scope of the Parcel A and as such does not apply to this submission.	NA

Attachment 5 - Attachment 5 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part C - Contains architectural drawings.



Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice



Global South

Independent Urban Design Review

Proposed residential development, 111 Queens Parade, Fitzroy North (PPE22/0190 - DELWP referral)

Prepared by Simon McPherson, for Yarra City Council

13 September 2022

Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

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1.0 Introduction

1.1 Process and involvement

I have been asked by Yarra City Council officers to prepare a report comprising urban design review and advice, regarding the proposed residential development at 111 Queens Parade, Fitzroy North (Fitzroy Gasworks, Parcel A).

In preparing this review, I have:

- Received and reviewed the following plans and documents:
  - Planning Permit Application Report (Urbis, July 2022);
  - Urban Analysis and Design Response Report, Volumes 1, 2 and 3 (ARM Architecture, Revision 7, July 2022);
  - Fitzroy Gasworks Development Plan (Endorsed) (Ethos Urban, 07/02/2022), endorsed date 06/09/2022; and
  - Town Planning Landscape Report (Rush Wright Associates, 07/07/2022).
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design as listed below;
- Visited the subject site/locality on 25 April 2022. The photographs in the report are my own, except where specified.

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1.2 Qualifications and experience to prepare this Review

1.2.1 Qualifications and registrations

My academic qualifications are as follows:

- **Executive Masters (MSc) in Cities (Distinction),** inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design (Distinction),** The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch) (First Class Honours),** The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture),** The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect,** Architects Registration Board of Victoria: individual registration number 15838;
- **Member, VPELA** (Victorian Planning and Environmental Law Association).

I am engaged on the following professional organisations:

- Member, **Melbourne Design Review Panel** (City of Melbourne, 2021-);
- Member, **Victorian Design Review Panel** (OVGA, since 2016);
- Member, **Casey Design Excellence Panel** (City of Casey, 2022-);
- Member, **South Australian Design Review Panel** (ODASA, since 2011);
- Member, **Latrobe University Design Review Panel** (currently inactive);
- Member, **Research Advisory Group, PlaceLab,** RMIT University (2022-);
- Global Advisor, United Nations Global Compact – Cities Programme (discontinued);
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand (discontinued).

1.2.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;

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- Contributor, SA Medium-Density Design Guidelines;
- Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015).

- Urban Design Advice:
  - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
  - Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
  - Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).
- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Melbourne, Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Sunshine NEIC Urban Design Analysis and Framework Plans, for Brimbank City Council, in collaboration with Kinetica;
  - Footscray Built Form Review 2020, for Maribyrnong City Council;
  - Tarneit Major Town Centre: Economic Impact Assessment and Design Review 2018, for Wyndham City Council;
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs
  - Sunshine Station Master Plan 2021, for Department of Transport, in collaboration with Development Victoria;
  - Revitalising Central Dandenong (Sites 11-15) Master Plan/Development Plan, for Capital Alliance and Development Victoria, 2021;
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

2.0 Context

2.1 Strategic context

2.1.1 Location and Zoning

The Fitzroy Gasworks site is bounded by Alexandra Parade to the south, Smith Street to the east, Queens Parade to the north, and George Street to the west.

Parcel A (subject site) is located in the south-west corner, and interfaces to Alexandra Parade and George Street.

The subject site is situated within the **Mixed Use Zone (MUZ).**

2.1.2 Design and Development Overlay, Schedule 2 (DDO2)

The southern interface area of the site is affected by **Design and Development Overlay, Schedule 2 – Main Roads and Boulevards (DDO2).** The design objectives of DDO2 are:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

2.1.3 Heritage Overlay

The existing Valve House in the south-western corner of Parcel A is covered by **Heritage Overlay HO211.**

2.1.4 Development Plan Overlay – Schedule 16 (DPO16)

This Overlay applies to the entire Fitzroy Gasworks site.

2.1.5 Fitzroy Gasworks Development Plan

Design principles:

The applicable Design Principles include:

- Context:
  - *Principle 1: Speak the local language in terms of built form, materiality and uses. A materials palette that is suited to the local character and context will be used across the precinct.*
  - *Principle 2: Create high-quality pedestrian and tram links that stitch into the surrounding community. Encourage permeability through fine-grain pedestrian connections and lane ways.*

        - *Principle 3: Respond to the local amenity conditions, such as the noise from surrounding streets.*
    - Access
        - *Principle 4: Create a pedestrian priority neighbourhood with consolidated car parking and minimal reliance on private vehicles.*
        - *Principle 5: Create a high-quality 'Village Street' at the heart of the precinct for bicycles, pedestrians and vehicular pick up and drop off.*
    - Public Realm & Landscape
        - *Principle 6: Create publicly accessible courtyards at the heart of each parcel and maximise solar access to these spaces.*
        - *Principle 7: Establish a central community heart linking together diverse public spaces with places to play.*
        - *Principle 8: Maximise urban greening by introducing trees, ground cover, vertical and roof top vegetation.*
    - Built Form & Use
        - *Principle 9: Create open perimeter block forms that respond to local context and ensure permeability through the site.*
        - *Principle 10: Encourage variety in building heights, forms and materiality in keeping with each parcel's identity.*
        - *Principle 11: Curate ground floor uses that showcase a variety of activities and that emphasise interaction and the human scale.*
    - Sustainability
        - *Principle 12: Maximise potential for energy generation on site, with solar panels to most rooftops.*
        - *Principle 13: Maximise thermal performance of buildings for lower living costs over time.*
        - *Principle 14: Minimise waste produced on site, with consolidated collection points and diversion targets.*

Siting

The Development Plan configures Parcel A with a diagonal pedestrian link between George Street just north of the Valve House, and extending north-east across to Smith Street, with a central publicly accessible; courtyard across this linkage.

The courtyard is framed by the two buildings L and M, forming a 'perimeter block' arrangement.

Ground Floor Uses

The Development Plan recommends residential uses in the Ground Floor of Building M, with flexible uses in the north-east corner. The Ground Floor of Building L is also identified for flexible uses, which *may include retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms.*

Podium and Upper Level Uses

Both Buildings L and M are identified for residential use above Ground Floor.

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Building Heights and Setbacks

The Development Plan recommends heights of 33-35m (10 storeys) for Buildings L and M in Parcel A. These forms step down to 20m (6 storeys close to the Valve House in the south-western corner.

Parcel A Vision

The Development Plan States that Parcel A's identity *will draw on the character of Fitzroy and Collingwood. The retention of the historic Valve House and the robustness of the architectural language and materials speaks of the industrial heritage of these neighbourhoods. The materials and character of Parcel A will be honest and robust, providing a background that highlight the neighbourhoods industrial and creative history.*

Northern and eastern entryways to this precinct should reference the industrial framing that provides moments for urban greening. Western and southern entryways to this precinct should reference the former brick wall that ran along Alexandra Parade and George Streets, but provide contemporary cuts and openings or breeze blocks to allow glimpses of the activity inside.

2.1.6 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments. Strategies include:
  - *Require development to respond to its **context in terms of character, cultural identity**, natural features, surrounding landscape and climate.*
  - *Ensure development **contributes to community and cultural life** by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
  - *Ensure development **supports public realm amenity and safe access** to walking and cycling environments and public transport.*
  - *Ensure that the design and location of **publicly accessible private spaces**, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
  - *Ensure that development provides **landscaping** that supports the amenity, attractiveness and safety of the public realm.*
- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm, including responding to the strategic and cultural context of the location.
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.

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2.1.7 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision includes a Strategic Framework Plan for Yarra, which locates the Swan Street Major Activity Centre. This policy states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks*, and that *all new development will demonstrate design excellence.*

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

Clause 22.10 Built Form and Design Policy seeks to:

- *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
- *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
- *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
- *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
- *Create a positive interface between the private domain and public spaces.*
- *Encourage environmentally sustainable development.*

This Clause then provides extensive guidance for urban design outcomes.

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2.2 Urban context

2.2.1 Site and local context

Given the role of the Development Plan in setting the parameters for the subject site, the analysis within this Review report is limited.



Figure 01: New secondary school campus (under construction), corner George Street (foreground) and Queens Parade.



Figure 02: New secondary school campus (under construction), corner George Street (to the right) and Queens Parade (at left).



Figure 03: Heritage Valve House, viewed from George Street



Figure 04: Looking across the subject site to higher scale built form on Smith Street near Alexandra Parade.

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Figure 05: George Street, looking south (subject site at left)



Figure 06: Alexandra Parade frontage to the subject site.



Figure 07: Alexandra Parade frontage to the subject site (left), looking east.



Figure 08: Landscaped median to Alexandra Parade.



Figure 09: Entrance to George Street from Alexandra Parade, looking north.



Figure 10: Looking north-east across the subject site to built form along Smith Street,

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2.3 The proposal

2.3.1 Land use distribution

The proposed development comprises two 10-level buildings configured as follows:

- Basement (2 levels):
  - Car parking;
  - Bike storage;
  - Services;

Building L:

- Ground Floor:
  - Lobby;
  - Food and Beverage tenancy;
  - Small office space;
  - Medical Centre
  - Bike storage;
  - Services.
- Levels 1-9: Dwellings;
- Roof level:
  - Communal outdoor area;
  - Plant.

Building M:

- Ground Floor:
  - Lobby;
  - Food and Beverage tenancies;
  - Co-work space;
  - Bike storage;
  - Dwellings facing north and west (to George Street)
- Levels 1-8: Dwellings
- Level 9:
  - Dining and Amenity space;
  - Communal outdoor area
- Roof level: Plant.

2.3.2 Heights

The proposed development extends to 10 levels (both buildings). The overall heights are approximately 35m, with some variation due to topographic variation.

2.3.3 Setbacks

The proposed street frontage setbacks are as follows:

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	George Street	Alexandra Parade
Ground Level	5m (to apartment front wall)	0.4m to columns; 1.1m / 4.2m to wall
Level 1	3.5m	0.4m
Level 2	3.5m	0.4m
Level 3	3.5m	0.4m
Level 4	3.5m	0.4m
Level 5	3.5m	1.4m
Level 6	3.5m	1.4m
Level 7	3.5m	1.4m
Level 8	3.5m	1.4m
Level 9	3.5m	1.4m

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3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

3.1.1 Assessment

The proposed development's siting is closely aligned to the Development Plan.

The provision of a street setback of approximately 3.5m to George Street provides space for ground floor frontage courtyards/landscaping (above the basement structure below), and a degree of separation between the residential frontages at Ground Floor and the public realm.

The Alexandra Parade frontage (Building L) does not contain residential dwellings at Ground Floor. The Ground Floor setback to the western portion of this frontage provides for a covered entry ramp. I do not consider that this setback presents significant safety/CPTED concerns

The central 'square' of the proposer courtyard measures approximately 25.5m x 23.6m, but this open space extends generally to the south-west and north-east, and the volume of the courtyard space increases at the upper levels, as outlined below. I consider the Ground Floor dimensions to be acceptable spatially, noting that the building footprints are in accordance with the Development Plan.

I therefore consider the proposed siting to be appropriate.

3.2 Is the land use distribution appropriate?

3.2.1 Residential uses

The proposed residential mix is as follows (from the Town Planning Report):

Building L: Social housing

- Affordability:
  - 120 units total
  - 120 units affordable
- Mix:
  - Studio: -
  - 1-bed: 48 (40%)
  - 2-bed: 60 (50%)
  - 3-bed: 12 (10%)

Building M: Build To Rent

- Affordability:
  - 238 units total approx.
  - 71 units affordable approx.
- Mix:
  - Studio: 65 (27%)
  - 1-bed: 63 (26.5%)
  - 2-bed: 94 (39.5%)

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- 3-bed: 16 (7%)

The development is strongly oriented to affordable housing provision, which is commendable, while providing a mix of tenure types, including private market housing.

The mix of dwelling types is presumably configured in response to affordable housing demand in this location, but I consider it reflects an acceptable range.

3.2.2 Non-residential uses

The Ground Floor includes hospitality spaces close to the Gore Street extension, as wel las a gym, office spaces and a medical centre. These are oriented towards the central courtyard.

This is supported because it will contribute to activation of the courtyard and make it feel more communal/shared, while avoiding direct residential frontages to it at Ground Floor which can:

- Make the space less comfortable for other residents (being close to dwellings);
- Allow frontage dwellings to 'appropriate' the space.

I therefore support the mix and distribution of uses.

3.2.3 Valve House

I understand the Valve House is being considered for adaptive re-use subject to heritage and other constraints. Re-use and activation of this building would be beneficial to the overall development.

3.3 Is the built form height and massing appropriate?

3.3.1 Assessment: Building height

The proposed building heights are closely aligned to the Development Plan (10 storeys / 33-35m) and so are deemed acceptable.

The height of approximately 35m can be considered in the context of the approximately 60m width of Alexandra Parade, generating a width-to-height ratio of approximately **1:0.6**, which reflects a quite 'open' profile, as a result of the wide road corridor.

Both buildings step down towards the heritage Valve House, as required by the Development Plan (which nominates 20m height 'shoulders').

Building L steps down to approximately 19.3m in height (5 storeys).

Building M steps down to approximately 23.2m in height (6 storeys).

3.3.2 Assessment: upper-level setbacks

Building L provides a modest upper-level setback of about 1m at Level 5 and above. This is generally in accordance with the Development Plan, which allows for 10 storeys at 1-22m from the boundary.

Building M does not contain upper level setbacks, but is set back approximately 3.5m from the street boundary overall. This is compliant with the Development Plan, which allows 10 storeys at greater than 2m setback.

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I therefore consider that the height and massing are acceptable. Given the general compliance with the Development Plan, I have not assessed on-site and off-site impacts (such as overshadowing).

3.4 Is the architectural expression appropriate?

3.4.1 Discussion: Façade design

The proposed façade design and materiality is perhaps the key issue for this design assessment.

The proposal is for cladding in digitally printed CFC (compressed fibre cement) panels, incorporating a diverse range of printed patterns to create a 'patchwork' or quilted effect.

The facade design approach is strongly based on conceptual analysis of the local context, and developed as a considered design response, reflecting bot ha literal interpretation of 'quilting', and a 'sampling' of colours, textures and materials drawn from the local context.

Diverse sets of colours/patterns have been developed and applied to the different facades.

On a pragmatic level, detailed analysis demonstrates that the proposed façade system reflects an optimal or preferred performance outcome, in relation to other façade materials such as brick, glazing and concrete, when considering insulation, construction difficulty, weight, durability and cost.

Examples of this type of cladding are provided, the most relevant being the ARM-design Launch Housing building in Dandenong.

The contextual analysis which has informed the façade design includes reference to several aspects of the local context and wider (less local) visual references:

- A visually-dense environment;
- Murals, including large-scale artworks on building facades;
- Quilting as storytelling and community participation;
- Stitching and patchwork;
- Crafted buildings;

The facades are then configured according to:

- The 'urban' (external facades):
  - Multicultural and crafted;
  - Industrial – ornate and raw;
- 'Gardenesque' (internal facades to courtyard).

The design approach is intended *to texture the building and visually break up the volume via carefully curated patches of fine detail to the entire façade.*

The Design Response Report also discusses: *the opportunity for incredible variance of pattern and texture, endless combinations of conceptual sources, as well as the ability to print qualities onto the façade that are not really there. We can print reflections and shadows, further emphasizing the physical articulation of the building or even suggest articulation that is not built. In a sense, it allows us to visually exceed limitations imposed by site, structure, and cost.*

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3.4.2 Assessment: Façade design

The proposed façade design is clearly visually distinctive and somewhat challenging aesthetically.

The conceptual underpinning as a patchwork of contextual references is accepted, although the actual local specificity of many of the employed patterns and textures is not clearly evident. Some of the patterns are strikingly bold, graphic and contemporary, and so may ne seen as abstractions of the context, or subtle visual references or cues (but not literal samples).

Further, the discussion above identifies 'opportunities' (such as printing shadows and reflections) without committing to or specifying how these will be applied.

Some aspects of the conceptual basis are not specific or local to this area, such as quilting for community building, although they may well be relevant to come parts of the local community. The design embraces artifice (by printing *qualities that are not really there*) and juxtaposition of bod graphic designs across expansive facades.

Therefore, the façade approach is seen as a 'bringing together' of conceptual ideas and a new technology, rather than strictly 'embedded' in the local context.

The evaluation of cost and performance aspects supporting lightweight cladding is also accepted, and it is understood that cost, constructability and durability are important factors for the proposed tenure types.

Further, innovative approaches and technologies which address real challenges should be encouraged.

The result is challenging, unusual and even confronting visually.

However, I consider that the façade design approach presents considerable risk for these large and prominent buildings.

The buildings could become 'recognised' as strange, silly or even ugly, and less 'real' and ;less 'substantial' (of lower substance) than other buildings in the precinct or more broadly – and these qualities could become associated with the social housing component or rental stock generally.

In my view, the 'patchwork' aspect is the most concerning aspect, more than the use of printed panel – it appears somewhat random and visually jarring

The Dandenong example referenced in the Design Response Report utilises a single printed texture which therefore 'reads' as a cohesive cladding material across the building, rather than a random patchwork of materials/designs.

The use of printed building materials such as brickwork and stonework, on a very flat and smooth surface, is also concerning in its deliberate use of artifice. There are even printed ornate windows (where no windows exist), as shown below.

The proposed digitally printed panels are applied throughout the buildings, including to the inside walls to balconies, reflecting a somewhat 'relentless' application of the same material. The windows, as a result, appear as unadorned 'punched' square openings. The detailed balcony drawing (Design Response Report, page 77) shows that the cladding is applied to the balustrades, and extends beyond the floor below to reveal its thinness, reinforcing it as a surface application rather than a solid, substantial material, as shown below.

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Figure 11: Printed brickwork and stonework in the Alexandra Parade façade.



Figure 12: Printed ornate windows to the wall above the Valve House.



Figure 13: The 'patches' are not directly related to the building form and physical components.

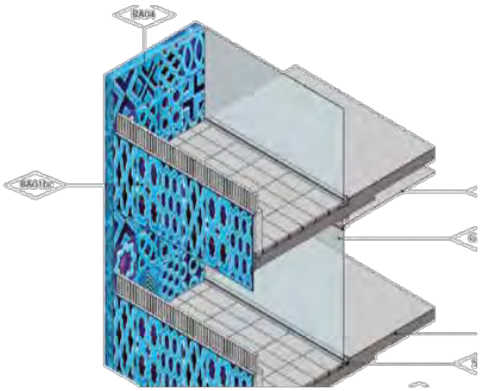

Figure 14: The overhang below balconies reinforces the 'thinness' of the facade material. The patterning is applied 'relentlessly' to all wall surfaces.

The proposed design approach is interesting, considered and rigorous, and clearly responds to aspects of the brief for these buildings (e.g. cost, durability, thermal performance).

The result is quirky and visually distinctive, even 'wild' given the diversity of contrasting textures shown, yet also challenging. As described above, it is a somewhat risky design strategy from an external appearance perspective.

3.4.3 Recommendation: façade design review

I consider that the design would benefit from further review and consideration of the proposed textures and their distribution across the facades, at both the 'macro' scale (longer-range views) and 'micro' scale (close-up views).

This may include:

- Avoiding 'literal' materiality prints such as brickwork, which will clearly appear 'fake';
- Greater integration of the textured 'patches' with components of the building (forms, setbacks etc.);

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- Review of details around windows and balconies, perhaps reinforcing the surface as a 'skin', with different materials (such as timber 'look' lining for example) to balconies, or an alternative approach;
- Reducing the contrast between adjoining textures;
- Using different materials for selected details such as the Ground Floor columns to Alexandra Parade.

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City of Yarra

333 Bridge Road Richmond VIC 3121

26 September 2022

Ref: 30N-22-0324-GCO-42180-0

Dear John,

City of Yarra - 111 Queens Pde, Fitzroy North - CREF22-00183

This peer review of the MEL Consultants Environmental Wind Speed Measurements report (MEL Consultants Report 27-22-WT-ENV-00) is based on Vipac's experience as a wind-engineering consultancy.

Vipac have reviewed the relevant documents (see the received document in the attachment). Our comments are as follows:

i. The MEL Consultants Environmental Wind Speed Measurements report has been prepared based on a 1:400 scaled model wind tunnel test to the 14th April 2022 Drawings by ARM Architecture.

ii. The report includes the following main Sections: Introduction, Environmental Wind Criteria, Model and Experimental Techniques, Discussion of Results. Detailed test data were presented in Tables 1-11 and the Figures section.

iii. The report has used the assessment criteria from Clause 58.04-4 (Standard D32) or BADS; Vipac has no issues with this.

iv. In the Model and Experimental Techniques section, a 300m minimum radius proximity model was used and is substantially correct. The Terrain Category 3 exposure was used in the assessment; this was also appropriate.

v. The other methodologies described in the report, including the use of hot-wire sensors; measurement of wind direction intervals (22.5°); and data analysis are also deemed appropriate.

vi. In the Discussion of the Results section, the report clearly addressed the wind condition results street by street around the development. The test identified the problem areas and rectified them with the recommended wind control measures. Measurements found that for the proposed design with the wind control treatments (1.5 m windscreens along the north and east boundaries of the Public Playground and BBQ area at the northeast corner of the site, as shown in Figure 8 of the report), all test areas had wind levels within the recommended comfort criteria or similar to the existing conditions, as detailed in the report. As both the Public Playground and BBQ area and the wind control measures are out of the title boundaries, should the Responsible Authority accept the recommended wind control measures, Vipac have no objections.

vii. The test showed that the wind conditions on the entrances fulfilled the standing criterion for all test locations. Vipac have no issues with this conclusion.

viii. The test assessed the wind conditions at various level terraces and rooftop outdoor/recreation areas and found that all locations would be expected to have acceptable wind conditions. Vipac have no issue with the conclusions.

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In conclusion, the MEL Consultants Environmental Wind Assessment has used the correct model, experimental and analysis methodology to assess the wind effects on the pedestrian level spaces around the proposed development in detail. The test identified the problem areas and rectified them with proper wind control treatments. We agree with the conclusions and the recommendations.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Zhuyun Xu
Principal Wind Engineer

Eric Yuen
Wind Group Leader

Attachments:

1. *E.Chong, M Eaddy,* Mel Consultants, Environmental Wind Measurements on a Wind Tunnel Model of the Fitzroy Gasworks – Parcel A, Fitzroy (27-22-WT-ENV-00), April 2022

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Heritage
Formal Referral Response

	Application Information
Referral Officer	John Theodosakis
Referral Reference	IREF22/01255
Officer	Diahnn McIntosh
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North VIC 3068
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Relevant Heritage Overlay(s)	HO211 - Heritage Overlay (HO211) Former Fitzroy Gas Works Valve House and Store HO468 - Heritage Overlay (HO468) Porter Prefabricated Iron Store, 111 Queens Parade, Fitzroy North **(Victorian Heritage Register H2243)** ****** REMOVED FROM SITE in 2019**
Yarra Planning Scheme References	• Clause 15.03 Heritage • Clause 21.05-1 Built Form (Heritage) • Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay • Clause 43.01 Heritage Overlay • Clause 59.07 Applications Under a Heritage Overlay

Click here to view the Planner's Memo that this referral advice is based on:
D22 219421

The Memo requests the referral to look at the following:

- Relationship of new buildings and response to the valve house

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Context Images

Aerial





Above: Applicable heritage overlays



Above: View of the east and north elevation of the former valve house [image from Heritage Impact Statement prepared by Lovell Chen]

Assessment of Proposed Works

The statement of significance for the former valve house, as included in *City of Yarra Heritage Review: Volume 2 Part I* (Allom Lovell and Associates, 1998) is as follows:

> *The former Fitzroy Gas Valve House is of local historical significance and local architectural interest. Historically, the buildings are the only surviving remnants of the once extensive Fitzroy Gasworks, which played an integral part in the supply of gas to Melbourne from the mid-19th century until the 1970s. Architecturally, the buildings are typical and substantially intact examples of simple late 19th century industrial buildings.*

Proposed works:

Adjacent to the heritage overlay area:

This application proposes the construction of two L-shaped residential towers to the north and east of the area included on the heritage overlay. The two buildings will be predominantly positioned outside of the of the extent of the heritage overlay with the exception of the southernmost component of Building M, easternmost section of Building L and landscaping works.

Within the area of the heritage overlay:

Within the area of the heritage overlay it is proposed to install new areas of hard and soft landscaping adjacent to the retained valve house building.

The landscaping to the north of the valve house will comprise of an area of hard paving with a small incline towards the open central area of the site. Directly abutting the northern elevation of the valve house, two areas of soft landscaping with retaining walls will be constructed, with three small trees planted in the soft landscaping, surrounding the existing external pipework.

The landscaping to the east of the valve house will comprise of a pedestrian ramp providing access to the proposed adjacent south tower. A small flight of stairs, and hard paving directly abutting the eastern elevation of the valve house will be constructed providing access to the central open area.

To the heritage building itself:

The adaptive reuse of the former valve house does not form part of this application.

The building will be maintained in its current condition and location.

The proposed works to the former valve house will be limited to the removal of the hazardous materials and the demolition of the return section of wall to the north of the valve house. The existing pipework which is located on the exterior of the valve house will be retained.

COMMENTS REGARDING PROPOSED DEMOLITION WORKS:

The extent of demolition proposed by this application includes the demolition / removal of:

- a small section of face red brick wall to the north of the valve house.

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building.

Based on the historic aerial images of the site from the c. 1920s, it appears that the subject wall to the north of the valve house is not an original element. It is therefore considered that this wall does not contribute to an understanding of the building. Its removal will not have a detrimental impact on the significance of the remaining building as the only surviving remnant of the former Gasworks and as an intact example of an industrial building.

The existing vents and pipe work to the north of the building will be retained in full, along with the existing openings to the building, which will retain the predominantly intact external presentation of the building.

As internal controls do not apply to the former valve house the removal of a hazardous materials from the interior of the building is not subject to heritage approval.

The extent of minor demolition proposed is of no heritage concern and should be supported.

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COMMENTS REGARDING PROPOSED ADJACENT NEW DEVELOPMENT:

The extent of new works proposed by this application includes the following:

- Introduction of hard and soft landscaping works surrounding the heritage building;
- Construction of two new building in close proximity of the heritage building.

Regarding the landscape works:

The proposed landscaping woks will formalise the setting of the former valve house and improve the current visibility of the building by enabling it to be appreciated in a three-dimensional form from both within and external to the site.

Regarding the development of the two residential towers:

Setbacks:

The proposed setbacks of the two new tower buildings from the former valve house are considered to be generally in accordance with the previously approved Development Plan. The setbacks allow a reasonable separation between the existing and proposed buildings and allow the setting of the heritage building to remain free of new built forms.

The two main views of the former valve house have historically been from Alexandra Parade and to a lesser degree from George Street. Views of the northern and eastern facades of the valve building have historically been somewhat concealed from public views by vegetation and brick fences.

The setbacks of the two new tower buildings will not affect the extent of views of the former valve house from the key historic viewing locations from the west and the south.

The proposed central communal courtyard will introduce good diagonal views across the former Gas Works site to the former valve house, in a manner that did not originally exist but is considered worthwhile for maintaining tangible and visible links with the site's former historic use.

Scale:

The height of the two new tower buildings will create a dramatic change in scale to the surrounds of the existing heritage building.

It is well recognised that the heritage building previously stood in the context of the former gasometer, which was a structure of substantial bulk and height. A quick glance at historic photo below shows that the gasometer, when full, was probably about eight times taller than the value house.

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Above: Comparative height of the former gasometer to the scale of the valve house [source: Heritage Impact Statement]

The new tower buildings have introduced setbacks at the upper levels away from the heritage building, at levels 5 and 6 respectively. These go some way towards providing a transition down to the heritage building.

The proposed ground level under crofts to both buildings will 'lighten' the way that the new buildings meet the ground and in so doing will allow sightlines through the south-east corner of the development site towards the heritage valve house.

Given that the subject building is in an isolated location, there are no potential heritage issues associated with the scale of the proposed development on the character of neighbouring heritage properties or a broader heritage precinct.



Above: Current proposed development

Never-the-less the overall scale and mass of the proposed development will be overbearing on the scale of the former valve house, particular when seen from Alexandra Parade.

The materials, colour and lighting of the proposed new developments will be critical to ensuring that the heritage building is not 'lost' in the context of the new built environment. The former value house is not a distinctive building, To ensure that it is not 'lost' in the new development, it is considered that the appearance of the new buildings, where they are within the realm of the heritage building, should be designed to be subtle and recessive so that the heritage building can stand out. The proposed use of face brickwork in a colour that is similar to the heritage building on the lower floor levels of the proposed buildings is considered appropriate for this reason.

Creative interpretation of the former valve house should also form a critical part of the proposed surrounds of the heritage building.

Recommendation

On heritage grounds, the works proposed in this application are supported, subject to the following permit conditions:

1.	That well designed lighting of the heritage building must be integrated into the proposed works to amplify the significance of the former valve house and to reinforce the visual dominance of the building in contrast to the proposed new and larger buildings.
2.	That creative interpretation of the former valve house must be incorporated as a critical part of the proposed surrounds of the heritage building.

Heritage Officer: USERID

Signature:

Date:

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Strategic Planning Unit
Formal Referral Response

Application Information	
Referral Officer	WALLK
Officer	Kate Wall
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North VIC 3068
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Comments Sought	D22/242315 - IREF22 01252 - Internal Referral Response - PPE22 0190

Development Details	
Relevant amendments and status	Amendment C269yara – Local Policy Rewrite - adopted by Council in April 2022.
Existing and proposed controls	DCPO1 - Development Contributions Plan Overlay - Schedule 1 (Development Contributions Plan) DDO2 - Design and Development Overlay - Schedule 2 (Main Roads and Boulevards) DPO16 – Development Plan Overlay – Schedule 16 HO211 - Heritage Overlay (HO211) HO468 - Heritage Overlay (HO468) SBO – Special Building Overlay SCO4 – Specific Controls Overlay – Fitzroy Gasworks Incorporated Document

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Subject Site Plan	D22/211620 - PPE22/0190 - 111 Queens Parade Fitzroy North - Urban Analysis and Design Response Report - Vol 1 Part B

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Council's Strategic Planning Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

The Strategic Planning comments in this assessment focus on compliance with Schedule 16 to the Development Plan Overlay (DPO16) and the approved Development Plan. They do not provide commentary on other sections of the Planning Scheme or fully assess the internal amenity of the application.

Comments and Recommendations

Summary of Strategic Planning comments:

Building Height and Street Wall

Alexandra Parade – Building L

- The overall height variation of the proposed development of 3.6m on Alexandra Parade is supported.
- No street wall or lower element is required on Alexandra Parade. The DPO allows for a sheer wall to Alexandra Parade with no step down / street wall.
- Strategic Planning officers have concerns around the length and treatment of the Alexandra Parade frontage. The complex façade treatments are not successful in breaking up the mass.
- The preferred built form promoted elsewhere on Alexandra Parade includes a street wall even where developments of up to 10 storeys are permitted.
- Officers acknowledge DPO16 does not require a lower building height (ie tall street wall and upper level setbacks) on Alexandra Parade as it does for George Street. However, it is suggested that options to reduce the visual bulk of the building and create a more human scale on Alexandra Parade should be explored. This could include a reduced building height at the street for parts of the building and greater breaks in the building façade.

George Street – Building M

- DPO16 requires that developments up to 12.5m from the boundary should not exceed 20m or 6 storeys in height. The proposed development on George Street does not comply with the requirement (akin to a street wall).
- The proposal is for a sheer 10 storey wall to George Street. This frontage has little to no visual breaks and does not promote a human scale to the existing street.
- Officers note that a defined street wall of 18m applies to the western side of George Street – in DDO16 and the approved development at 81-89 Queens Parade.
- The bright patterned cladding in the proposed plans covers majority of the proposed façade and makes the visual bulk of the building more prominent.
- Officers consider a lower building height in the form of a tall street wall and upper level setback should be applied in line with DPO16 to reduce the impacts of the George Street frontage. In addition, the visual bulk of the building could be further reduced through greater breaks in the building façade on George Street.

Relationship to Valve House

- Officers support the step down in height towards Valve House in Building L and Building M but consider a lower height would provide a more appropriate relationship to the single storey heritage building. However, officers defer to any views of Council's heritage advisor.

Street setbacks

- Neither building complies with the street setbacks at ground floor outlined in the Development Plan.

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Overshadowing

Within the site

- The proposed development significantly overshadows the 'publicly accessible courtyard' at the centre of Parcel A.
- **DPO16** requires the development to *minimise over shadowing effects within the site and on adjoining land.*
- The proposed development appears to comply with the Development Plan, however Strategic Planning officers are concerned that the Development Plan itself permits the overshadowing of the courtyard space at the spring equinox and winter solstice.
- The extent of overshadowing is not supported and it is strongly recommended overshadowing of the courtyard should be reduced. It is suggested that additional breaks in the built form would allow more solar access to the courtyard during spring equinox and winter solstice.

Outside of the site

- Officers also consider the overshadowing of the central median of Alexandra Parade should be reduced to align with the requirement in DDO38 which applies to the southern side of Alexandra Parade. It requires no overshadowing of the central median at 12pm at the spring equinox.

Public spaces and public realm

- Strategic Planning supports the creation of the new internal street – Gore Street. However, this does not appear to be part of Parcel A.
- Design details of this are needed as part of the planning application for Parcel A as access to the basement carpark for Buildings L and M comes off the new street.
- Figure 52 of the Development Plan shows a section of the proposed village street with narrow carriageways and generous space for bike riding, pedestrians, planting and play areas, however it is unclear how the access to the basement carparking will be managed as it will cross the bike route and other spaces.

Ground floor uses

- Officers are concerned that the location of the bike storage on the ground floor of Alexandra Parade will not provide activation of the public realm.
- The proposed ground floor use of George Street is for residential use. A supermarket and access to the loading dock has been approved across the road at 81-89 Queens Parade. It is recommended non-residential uses at the ground floor should also be considered on this frontage to address potential amenity concerns at street level.
- Potential uses for Valve House have not been identified. It also unclear if future ownership / management of this building has been determined.

Affordable Housing

- The proposal appears to comply with the affordable housing requirements in the DPO16 and Development Plan.
- Officers defer to any detailed comments provided by Council's social planners. However, Strategic Planning strongly supports the provision of social and affordable housing in Parcel A.
- Strategic Planning considers the details of the social and affordable housing should be included as a condition of the planning permit or via a section 173 (as appropriate) to ensure its delivery.

Assessment of compliance with built form requirements:

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
Building height, street wall height, street setback, upper level setback	<u>Building Height & street wall</u> **Alexandra Parade** Maximum 33 metres (10 storeys) **George Street** Maximum height within a setback of 0-12.5 metres is 20 metres (6 storeys). Maximum height within a setback greater than 12.5m metres is 33 metres (10 storeys). A development plan must include the following requirements and demonstrate how it responds to the following for the land: - Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments	<u>Building height & street wall</u> **Alexandra Parade** Figure 75 of the Development Plan shows a height of 33m, stepping down to 20m near Valve House - heritage building. **George Street** Figure 75 of the Development Plan shows a height of 33m, stepping down to 20m towards the heritage building. The proposed built form envelope in the DP does not comply with DPO16 as no lower portion / street wall is provided. The DP states that the height of the proposed development fronting George Street "*responds to evolving George Street character…*'. <u>Street setback</u> **Alexandra Parade** *'The section of Alexandra Parade between Village Street and George Street is*	<u>Building Height & street wall</u> **Alexandra Parade – Building L** 36.6m (10 storeys) (excluding lift overrun), stepping down to 17.9m (5 storeys). 40m (including lift overrun) **George Street – Building M** 35.6m (10 storeys) (excludes lift overrun / rooftop garden balustrade / orange podium) stepping down to 23.2m (6 storeys). 39.5m (includes lift overrun / rooftop garden balustrade) <u>Street setback</u> **Alexandra Parade** 0m setback from the boundary to the ground floor private landscaping /balcony **George Street** 1.6m setback from the site boundary to the ground floor landscaping.	**Alexandra Parade – Building L** The proposed height of the development for Alexandra Parade is 36.6m (10 storeys) excluding lift overrun. Including the lift overrun, the overall proposed height is 40m. There is a step down in height to 17.9m (5 storeys) at the western end of the proposed development (next to the Valve House heritage building). Whilst a step down in height towards Valve House is strongly supported but a lower height would provide a more appropriate relationship to the single storey heritage building. (NB - This comment also applies to Building M). However, officers defer to any views of Council's heritage advisor. The proposed height varies from the DPO's height requirement of a maximum 33m (10 storeys). The overall height variation of 3.6m is supported. No street wall or lower element is required on Alexandra Parade. The DPO allows for a sheer wall to Alexandra Parade with no step down / street wall. The Alexandra Parade frontage of the building is 67.5m in length with few

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
	and contributes to their significance as formal boulevards. Built form and site design and land use requirements for development plan: - *Create high quality architectural frontages with a sense of articulation, streetscape scale and rhythm.* - *Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.* - *Provide a transition in buildings by reducing heights and increasing setbacks along sensitive interfaces with increased heights at the centre of the site* - *Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.*	*set back 1 metre to allow for overland flow. This has been requested by Melbourne Water.'* **George Street** *'A 2-metre building setback from the boundary along George Street and treatment to respond to flood inundation in accordance with the Special Building Overlay'.*	<u>Upper level setback</u> **Alexandra Parade** From level 5 to the top level there is an upper level setback from Alexandra Parade of 1.4m. **George Street** From level 1 to the top level (level 10) there is an upper level setback from George Street of 2m. <u>Building Façade</u> **George Street and Alexandra Parade** The proposed plans and renders show that the building's façade will have multi coloured and patterned cladding. **Alexandra Parade** The length of the proposed building along Alexandra Parade will be 67.5m **George Street** The length of the proposed building along George Street will be 65.5m.	physical breaks / variations in the building mass. The complex façade treatments are not successful in breaking up the mass (refer to comments from Urban Design). Officers are concerned that this proposed built form does not meet the following requirements of DPO16: • *Articulate buildings to provide variety, visual breaks and promote a human scale to existing and new streets.* • *Avoid buildings taller than six storeys creating a 'canyon' effect to streets by distributing height and providing breaks in built form.* • *Respond to the significance of Queens Parade and Alexandra Parade with built form that considers the design, height and visual bulk of the development in relation to surrounding land uses and developments and contributes to their significance as formal boulevards.* The preferred built form promoted elsewhere on Alexandra Parade includes a street wall: • DDO38 which applies to the southern side of Alexandra Parade opposite the site allows for a 36m (9 storeys) building height includes a 4 storey street wall (new and retention of the heritage wall).

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				• DDO16 which applies to Alexandra Parade west of the proposed development, allows for an overall maximum building height of 28m and includes a preferred maximum 18m street wall. Despite the extensive width of Alexandra Parade (approximately 59m), the DDO street wall requirements noted above, highlight the importance of creating a street wall on Alexandra Parade. Strategic Planning officers are concerned that without a well-defined street wall on Alexandra Parade, a dominant wall of development will be created and a negative impact on the public realm experience will occur. Officers acknowledge DPO16 does not require a lower building height (ie tall street wall and upper level setbacks) on Alexandra Parade as it does for George Street. However, it is suggested that options to reduce the visual bulk of the building and create a more human scale on Alexandra Parade should be explored. This could include a reduced building height at the street for parts of the building and greater breaks in the building façade. In addition, the proposed development does not provide a ground floor setback to Alexandra Parade. 1m is required by the Development Plan. **Gore Street (new internal street) – Building L**

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				The proposed height of the development on Gore Street is 36.4m (10 storeys). Again, officers note that there is no defined street wall or upper level setback of the development from the new internal street. See comments re Alexandra Parade and Gore Street. **George Street – Building M** The proposed height of George Street is 35.6m (10 storeys) excluding lift overrun. Including the lift overrun the overall proposed height is 39.5m (10 storeys). DPO16 requires that developments up to 12.5m from the boundary should not exceed 20m or 6 storeys in height. The development proposal does not comply with the requirement for a stepping down in height to the street (akin to a street wall). The application proposes a sheer 10 storey wall to George Street. The proposed George Street frontage has little to no visual breaks and does not promote a human scale to the existing street. The ground floor setbacks do not comply with the Development Plan. The ground floor setback is 1.6m and not 2m as required. Some services on the ground floor are within the 1.6m setback. Above the ground floor, the building is set back 3.5-3.6m from its George Street boundary - noting there is some variation in the façade. However, no street wall or

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				true variation in height is created fronting the street (except closer to Valve House where the building height is reduced). Officers note: • DDO16 which applies on the southern side of George Street (preferred) includes a maximum 18m street wall and overall building height of 28m (preferred). • The approved development adjacent to the proposal (81-89 Queens Parade, Fitzroy) has a street wall height of 18m approximately (3 storeys) and an overall height of 31m (8 storeys). • The constructed Fitzroy High School Wurun Senior Campus has a height of 7 storeys with no setback to George Street. Without a street wall or stepping down in height to the street, Strategic Planning considers the development will overwhelm the street and create a 'canyon' effect with two large scale developments facing each other. This is exacerbated by the relatively narrow width of George Street (20m approximately). Officers also have concerns about the visual impact of the proposed façade. The proposed building cladding makes the visual bulk more prominent. Officers consider a lower building height in the form of a tall street wall and upper level setback should be applied in line with

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				DPO16 to reduce the impacts of the George Street frontage. In addition, the visual bulk of the building could be further reduced through greater breaks in the building façade on George Street.
Overshadowing	Site design requirement for development plan: *Minimise overshadowing effects within the site and on adjoining land.* The DPO does not include any detailed overshadowing requirements or identify if this should be measured at the equinox or winter solstice.	Figures 65-72 (on page 49) show the extent of overshadowing cast by the proposed building envelopes in the Development Plan. The Development Plan requires that '*Shadows cast from future development to be generally in accordance with the shadows shown.*' **George Street** Figures 65-68 of the DP show a small portion of overshadowing of George Street (ie the street itself) at 11am but no overshadowing to George Street from 12pm-2pm at the **spring equinox**. Figures 70-72 show overshadowing of George Street and the opposite footpath at 11am but no overshadowing from12pm-2pm at the **winter solstice**. **Alexandra Parade** Figures 65-68 shows overshadowing of the east-	**George Street** There is minimal to no overshadowing to George Street from 12pm – 3pm at **the winter solstice and the equinox**. **Alexandra Parade** The proposed development overshadows Alexandra Parade boulevard from 9am – 2pm at the **winter solstice**. There is minimal to no overshadowing to Alexandra Parade boulevard from 11am – 3pm at the **equinox**. **Within the site** The proposed development will overshadow the communal and public open space within the site from 9am – 3pm at the **winter solstice** and **spring equinox**.	DPO16 does not provide any specific overshadowing measures to be met. The Development Plan requires that shadows should be generally in accordance with Figures 65-72. The overshadowing diagrams are difficult to read given the scale of the drawings and the lack of clarity around what elements are causing the shadows. For example, some of the overshadowing of George Street is from the development fronting Queens Parade. **Outside of the site – George Street and Alexandra Parade** The proposed development appears to comply with the high level plans in the Development Plan – except at 10am when shadows affect the opposite footpath to a greater extent than the Development Plan allows for. At the winter solstice, the plans show George Street and properties to the west are substantially overshadowed at 9am and 10am. Again, this differs from the Development Plan. Alexandra Parade, its central median and even the southern footpath and properties to the south are overshadowed at the

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
		bound lanes of Alexandra Parade from 11am-2pm at the **spring equinox**. But little to no overshadowing of the central green island. Figures 69-72 show that the proposed development overshadows the Alexandra Parade – eastbound lanes and also the central island during the **winter solstice.** **Within the site** Figures 65-72 show that the proposed development will overshadow the communal open space within the site from 11am-2pm both at the **spring equinox** and **winter solstice**.		winter solstice (noting the shadow moves across the sites). At the spring equinox, the eastbound traffic lanes are overshadowed as is a portion of the central median particularly between 9am and 1pm. DDO38 which applies on the southern side of Alexandra Parade includes an overshadowing requirement that development should not overshadow the central median of Alexandra Parade at 12pm on 22 September. Officers consider this a useful guide and note that the proposed development does not comply. **Within the site** The Development Plan shows the communal open space will be overshadowed at the spring equinox and winter solstice. The proposed planning application aligns with the requirements in the Development Plan. However, officers do not consider this acceptable and have strong concerns that the proposed development completely overshadows the courtyard even at the spring equinox. Officers do not consider that the development meets the DPO16 requirement to: *Minimise over shadowing effects within the site and on adjoining land.* Overshadowing of the central courtyard should be minimised through more breaks

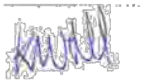
Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				in between the built form to allow solar access to the centre of the site.
Public spaces and public realm	Site design and land use requirements for development plan: *A minimum of 8 per cent of the site to be provided as public open space* *Provide landscaping to reduce the visual impact of development, improve liveability and mitigate impacts of the urban heat island effect.* *Provision of street trees, high quality lighting and other streetscape enhancements.*	**Publicly accessible courtyards** No public open space is proposed in the Development Plan in Parcel A. The land in the middle of Parcel A would be in private ownership and is marked as 'publicly accessible courtyards'. See Figure 49. **New Village Street** A new village street is shown in the Development Plan to the east of Parcel A.	**Publicly accessible courtyard** The proposed plans show communal open space within the heart of the proposed development accessible via George Street, Alexandra Parade and Gore Street. The open space includes garden beds, tree canopies, a communal courtyard and casual seating.	**Publicly accessible courtyard** Officers support the concept of communal open space but have concerns about the amenity of this space. See the overshadowing section above for more detail. **New Village Street** Strategic Planning supports the creation of the new internal street – Gore Street. However, this does not appear to be part of Parcel A. We consider design details of this are needed as part of the planning application for Parcel A as access to the basement carpark for Buildings L and M comes off the new street. The new street is identified in the DP as a village street and comes off Smith Street connecting to Alexandra parade. It also forms part of an important north-south link through the site to Queens Parade and the public open space ie the linear park. Figure 52 of the Development Plan shows a section of the proposed village street. Strategic Planning supports the concept with narrow carriageways and generous space for bike riding, pedestrians, planting and play areas, however it is unclear how the access to the basement carparking will be managed as it will cross the bike route and other spaces.

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				There is also a new street / accessway to the north of Building M. Again it not part of the development of Parcel A and its design is not illustrated in the plans.
Ground floor uses	Site design and land use requirements for development plan: *Develop a mixed use precinct comprising a variety of housing types, community facilities and public open space.* *Design to address and activate the public realm, without privatising its amenity.*	**Alexandra Parade – Building L** The Development Plan states that the ground floor use for Alexandra Parade is allocated to '*flexible uses*' (Figure 43, page 39). The Plan states that this could include '*retail, hospitality, office and co-working spaces, affordable workspaces for creative industries, galleries, grocery stores and gyms*'. It also states that '*flexible uses*' may include up to 50% communal residential uses. **George Street – Building M** The Development Plan identifies the ground floor uses for George Street will be for residential purposes.	**Fronting Alexandra Parade** Medical Centre next to the Heritage building (204 sqm) Bike storage east of Alexandra Parade (180 bikes) **Fronting George Street** Residential uses **Fronting new internal street – Gore Street** Food and Beverage (106sqm) Bike storage (180 bikes) **Facing the internal courtyard** Commercial office (82sqm) Food and beverage (106sqm) Gym (186sqm)	Land uses in Parcel A are residential above the ground floor. A mix of uses is proposed at the ground floor. Strategic Planning officers have some concerns with the term '*flexible uses*' is used in the Development Plan (Figure 43, page 39). Particularly that *'flexible uses'* may include up to 50% communal residential uses. There needs to be greater clarity as to what communal residential uses means. The application includes some non-residential uses at ground floor facing the internal courtyard. This is supported, however care needs to taken to ensure the spaces provided for those uses are adequate in size and usable. This includes to bins and waste collection, storage, space for kitchens etc. In terms of the Alexandra Parade frontage, the plans show a medical centre to the east of the heritage building. Officers are concerned that the location of the bike storage on the ground floor of this frontage will not provide activation to the public realm. No uses are identified for Valve House. It also unclear if future ownership / management of this building has been determined.

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
				Officers also note the proposed ground floor use of George Street is for residential use. Development to the west of George Street (at 81-89 Queens Parade, Fitzroy) in the approved 8 storey development has a ground floor use of a supermarket. The supermarket loading dock is accessed via George Street opposite some of the proposed residences in Building M. It is recommended non-residential uses at the ground floor should also be considered on this frontage to address potential amenity concerns at street level.
Affordable housing	DPO16 includes the following requirement: *Provide a range of dwelling types to cater for a variety of housing needs including the provision of up to 20 percent of dwellings as affordable housing (as defined at section 3AA of the Planning and Environment Act 1987).*	The DP states that the built form type of the affordable housing will be the following: • Up to 60% 1-bedroom and studio apartments with no more than approximately 25% of the total being studio apartments. • Up to 60% 2-bedroom apartments. Up to 10% 3-bedroom (or larger) apartments. (Noting that the final mix may vary from building to building or between delivery models) The location of the 'affordable housing' is proposed in the DP to be	The plans identify the following: *A range of 1, 2 and 3 bedroom dwellings have been provided throughout Parcel A including a provision for affordable housing.* The affordable housing will be located in Buildings L and M as per Figure 2 in the Affordable Housing Report. 120 dwellings are proposed for Building L with 71 dwellings in Building M. 'Social housing' is proposed in Building L with 'affordable housing' in Building M in the form of 'Build to Rent'.	The proposal appears to comply with the affordable housing requirements in the DPO16 and Development Plan. Officers defer to any detailed comments provided by Council's social planners. However Strategic Planning strongly supports the provision of social and affordable housing in Parcel A. A mix of dwellings is provided in Building L which meet the dwelling mix set out in the Development Plan. It is understood the building will be owned by the Director of Housing and may be retained for management by Homes Victoria or leased to a Registered Housing Authority to operate. The Build to Rent dwellings in Building M also generally meets the affordable housing mix. Strategic Planning considers the details of the social and affordable housing should

Built form requirements	DPO16	Development Plan	Proposal	Assessment of proposal
		located throughout the development. Where 'social housing' is delivered, subject to State funding, it will be likely delivered in a single building.	16 percent of the affordable housing will be located in Parcel A of the development and will be delivered by Development Victoria.	be included as a condition of the planning permit or via a section 173 (as appropriate) to ensure its delivery.

Strategic Planner: WALLK

Planner Signature: 

Date: 14/09/2022

Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

Social Planning
Formal Referral Response

Application Information	
Referral Officer	John Theodosakis
Officer	Melanie O'Neil
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Comments Sought	Comments are requested on the Housing Diversity/Affordable Housing response provided as part of the Affordable Housing Report – Fitzroy Gasworks Parcel A.

Assessment

Referral Type

- Affordable housing report
- Under Schedule 16 to Clause 43.04 Development Plan Overlay (DPO16) of the Yarra Planning Scheme is the requirement for the provision of up to 20% of dwellings on the site to be affordable housing with detailed outlined within an affordable housing report.
- The referral comments in this report respond to the affordable housing report dated 29 July 2022 prepared for Fitzroy Gasworks Parcel A.

Key aspects of the proposal and site

- The proposal of 20% of the total dwellings (1,200) as affordable housing within the site is proposed to be delivered as follows:

  - 10% of total precinct dwelling yield as social housing (120 apartments) which is all dwellings in Building L, Parcel A to be occupied by mid 2025.
  - 6% of total precinct dwelling yield as build to rent and leased as affordable to moderate income households (~71 dwellings) - which is 30% of Building M, Parcel A to be occupied by mid 2025.
  - 4% of the total precinct dwelling yield as affordable housing to be delivered by private sector developer (~49 dwellings) in Parcels B & C to be delivered in 2027 and 2029 respectively.
- Social housing
  - The proposed social housing would be owned by the Director of Housing with the option of Homes Victoria operating the building and tenancies or a Registered Housing Association operating the building.
  - The operator would be responsible for tenancy, property and facilities management and be at the sole discretion of the Director Housing.
  - The 120 dwellings will be provided in perpetuity for Victorians on the Victorian Housing Register.
  - The proposed typologies for the social housing dwellings are:

Typology	Proposed allocation
1 Bed + 1 Bath apartment	48 (40%)
2 Bed + 1 Bath apartment	56 (47%)
2 Bed + 2 Bath apartment	4 (3%)
3 Bed + 2 Bath apartment	12 (10%)

- Build to rent – affordable housing
  - This is a pilot build to rent model for Development Victoria. Development Victoria has overall asset management and investment control of the Build to Rent building and will appoint an Operator to manage tenancies.
  - The affordable build to rent residents must fall into the income bands specified by the Planning & Environment Act at time of tenancy application and be revalidated annually by the Operator and reported to Development Victoria and DELWP.
  - If the income of any household increases for two consecutive years, outside the income bands specified by the Planning & Environment Act, the tenant will be offered market rate rent and the Operator will ensure 30% of the build to rent dwellings remain affordable through the next tenancy allocation.
  - As the Operator will manage the entire building, they will have the flexibility to respond to demand for different dwelling typologies as affordable housing. The affordable housing dwellings will be dispersed within the building and allocated based on demand and vacancies at the time of allocation.
  - The proposed typologies for the affordable build to rent dwellings are:

Typology	Proposed allocation (overall mix)

Studio	27%
1 Bed + 1 Bath apartment	26%
2 Bed + 1 Bath apartment	4%
2 Bed + 2 Bath apartment	36%
3 Bed + 2 Bath apartment	7%

- It is noted that the overall number of apartments within the build to rent building has reduced from what was included in the Affordable Housing Report Draft for Consultation dated 20 April 2022. The total number of dwellings has reduced from 240 to 238 and therefore, the number of affordable housing dwellings has reduced from 72 to 71.

Recommendations

Social Strategy were requested to make comments on the proposal from a social strategy perspective and provides the following feedback:

Social housing

- The proposed housing typologies meet the affordable housing dwelling mix outlined in the Development Plan and appear to meet the need for smaller dwellings as identified by the Victorian Housing Register.
- Locating all social housing together in one block offers the opportunity to co-locate support services for social housing residents on the ground floor of the block. This opportunity is identified in the report however, there is no further detail provided on whether these services will be provided and how they will be provided.
- No evidence has been provided of any grant funding application or agreement being entered into for this arrangement, such evidence would provide more certainty and comfort that the proposal for social housing will proceed.
- The affordable housing report indicates that the building will be under the control of the Director of Housing and provided in perpetuity for Victorians on the Victorian Housing Register. Clarification is sought regarding the ongoing ownership of Building L and the land it is built on. Clarification on whether control by the Director of Housing indicates long-term ownership or whether it could include an interest lodged on title by the Director of Housing and a transfer to a Registered Housing Agency in the future.

Build to rent – affordable housing

- The provision of 71 affordable build to rent dwellings in Parcel A is indicated to be 6% of the total precinct dwellings, however, 6% equates to 72 dwellings, therefore creating a shortfall of one affordable build to rent dwelling.
- The process to appoint the Operator of the Build to Rent dwellings is not outlined within the report. It is important that the Operator has experience with managing

affordable housing dwellings and that residents of affordable housing dwellings are provided with the same level of service as private residents and that residents are treated with dignity and respect.

- The procedures and policies to manage eligibility for the affordable housing tenancies should treat residents and prospective residents with dignity. Procedures and policies should be careful not to impose burdensome or invasive requirements to validate ongoing eligibility of a resident.
- The proposed approach to manage increases in household incomes appears to be appropriate and ensures consideration is given for one off increases in income that may not be maintained in the following year.
- The report suggests that the build to rent dwellings will benefit people experiencing homelessness and lower income renters however, yet states that the target households for this tenure type will be households on a moderate income. The social housing dwellings within the broader development will likely benefit people experiencing homelessness and lower income renters, however, the build to rent dwellings will likely offer minimal benefit to these cohorts due to the income range targeted.
- The proposed percentage of studio apartments, being 27% of the overall dwelling mix, has increased from the proposal of 20% outlined in the Affordable Housing Report Draft for Consultation dated 20 April 2022. Furthermore, the proposed 27% exceeds the target of no more than 25% of dwellings to be studio apartments included in the Fitzroy Gasworks Development Plan.
- It is essential that the typology of the affordable housing dwellings offered as build to rent remains diverse and not be skewed towards studio and one-bedroom apartments. It is recommended that typology diversity targets be met by ongoing monitoring and reported on annually.
- A long-term commitment for 30% affordable housing dwellings in this model is supported and increasing the term from 15 years to 20-25 years is encouraged.
- Private developers operating within Yarra are increasingly showing interest in build to rent tenures. To assist Council to engage in future discussions with private developers, it would be beneficial to receive annual reports on this build to rent pilot program that demonstrate the effectiveness of management policies and procedures, the approach to annual monitoring of resident eligibility and where improvements to these procedures have been identified.

Additional feedback

- The shortfall of one affordable housing dwelling in Parcel A, outlined above, appears to be made up for in Parcels B & C as 4% of total precinct dwelling yield or 49 dwellings in Parcels B & C to be delivered as affordable housing as defined by the Planning and Environment Act. Ensuring that a total of 240 dwellings, or 20% of the total dwellings within the precinct are social or affordable housing.
- A further report for Parcels B & C demonstrating how affordable housing will be delivered by the private sector developer is expected for consideration in the future.

Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

Signature: Melanie O'Neil

Date: 21/09/2022

Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

Open Space Design
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Greg Cater
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North VIC 3068
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Comments Sought	This is the CM reference to the documents in CM that the planner asked me to provide my referral comments on: D22/211640

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Council's Open Space Design (City Strategy) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Design (City Strategy) were requested to make comments on the following:

- Landscaping Plan
- Landscaping proposed within a development's property boundary

Comments and Recommendations

I have reviewed the plans submitted (refer to hyperlink above) and specifically these plans:

- Town Planning Landscape Report prepared by Rush Wright Associates - Landscape Architects (revision 03 – 07/07/22)

The plans show that landscaping and planting is shown on the Ground Floor, Levels 1, Level 9 (Building L) and the rooftop in building M.

General comments

The comments provided are to be incoporated into a summary report for DEWLP.

Provide a plant schedule with the following information:

- The proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers.
- Plant species selection needs to consider the relevant overlays (SLO or ESO), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity. – A preliminary schedule of plants has been provided in the report. A number of these are listed on th elist of environmental weeds. For the 'Native Edge' the plants on the list include; *Agonis flexuosa*, *Angopohra costata*, *Leptospermum laevigatum* 'Foreshore'. While these plants are on the list, they are commonly used in urban landscape projects and are generally not considered 'weeds' within the industry.
- For the 'Rainforest Core' the following species are on the list of environmental weeds. *Aptenia cordifolia*, *Nephrolepis cordifolia, Vinca minor and Parthenocissus tricuspidata.*
- For the roof top garden areas, the followingplants are on the list. *Ficus carica*, *Laurus nobilis*, *Olea europaea* and Euphorbia. (Euphorbia is also a poisonous plant). Again many of these are used in community gardens within urban areas.

The plans show the orientation of the central courtyard area is south west. This potentially will impact users when the predominant wind is from the south- west. It is understood Development Victoria will be undertaking further wind impact studies. As such, wind amelioration and protection may need to be provided to thosue using the central coutyard.

The report identifies that the main surfaces in the central landscape area will be primarily cobble stones in mosaic type of pattterns. Further information will need to be provided during the detailed design stage.

Over-shadowing – The shadow diagrams show that the central courtyard space will be in shadow during the winter. As such the plant species will need to be able to cope with shade. The overshadowing may deter people from using the space during Winter months.

Detail drawings for elements such as furniture and planters – showing dimensions, drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed.

Provide information on proposed irrigation.

Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for.

Civic space – The main civic spaces (interfaces) are George Street, Alexandra Parade and Core Street. Both alexandra Parade and the interface with Core Street needs further resolution. The desingers of Core Street (Aspect Landscape Architects) need to coordinate with Rush Wright to resolve the transition between the two spaces. The sections provided for George Streetshow the tile boundary 1.0m outside the fence. There is a 1.8m wide footpath area between the Title and the kerb. As such, this will provide a combined public footpath width of 2.8 metres. The proposed street tree for George Street is the *Angophora costata.* While this tree is listed on the environmental weeds list, the report identifies that it has been chosen in consultation with Council staff. The locations of the trees willneed tobe shown once detailed design drawings have been prepared.

Roof Gardens – These are located on Level 9 (Building L) and the rooftop in building M.they will be comunal outdoor spaces with a combination of vegetable gardens, ornamental horticulture and entertainment spaces. The 'productive' gardens will be installed using Biofilta planters. These will be self watering planters.

Maintenance – while the central coutyard will be managed as private open space, the current design and planting arrangement will require a significant amount of maintenance to ensure the planting is managed and given the best opportunity to mature into the vision for the development.

Level 1 landscaped areas – These are shown as gravel areas with abstract wave patterns. No planting is shown for these areas.

City Works

Not Applicable

Open Space Design: USERID

Signature:

Date: 07/09/22

Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Philip Mallis
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North VIC 3068
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/219399 - IREF22/01253 - Internal Referral Formal Request

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Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Access and Safety

The following safety and access concerns must be addressed:

Access to cycling routes

The applicant has justified various outcomes by stating that the site is in close proximity to nearby bicycle routes. However, no provision has been made within the plans for these connections. These must be provided as part of the development in the form of a Developer Contribution or other mechanism.

In addition, the design of the building – particularly Parcel A – hard up against the site boundary, as well as the proposed deceleration lane on Alexandra Parade, precludes any future improvement or upgrade of the existing footpath (which bicycles are not currently legally permitted to use) to a standard that would allow for adequate bicycle access.

Application does not meet DDO16 objectives

One requirement of DDO16 is to: "provide for safe and convenient pedestrian, cyclist and vehicular access". Clause 43.06-4 also requires that the development: "Create pedestrian and bicycle access into and through the precinct to support its development and integrate activity in the area with surrounding neighbourhoods".

The applicant's response – e.g. on Page 50 - is inadequate and does not fully address this requirement for the following reasons:

- As previously outlined, no bicycle connection is being provided to the main Strategic Cycling Corridor in vicinity to the site (Napier Street). This will be the predominant link for residents and visitors to the site.
- The proposed internal bicycle access is not compliant with relevant guidelines and standards and does not cater for the expected demand (see below).

Design of vehicle access and roads

The design of proposed internal roads and streets is not satisfactory for the following reasons:

- The design of the 'Village Street' is not satisfactory:
    - Contradictory drawings and details on the design of the 'Village Street':
        - For example, 5.6 of the Development Plan shows the Village Street as a "pedestrian priority shared streets" but Figure 55 shows the Village Street with separated areas for vehicles and pedestrians/cyclists.

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    - There is not sufficient space in the 12 metres allowed for the 'Village Street' to achieve a desirable outcome with separation of modes.
        - The minimum requirement for a shared path width is 3 metres in low volume environments. Other types of path design and minimum widths are outlined in *Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling* which do not appear to be considered in the design.
        - The proposed contraflow bicycle lane width is far below the minimum Council, VicRoads and Austroads requirements.
    - A 'shared zone' is defined by Austroads and VicRoads standards as having a speed limit of 10km/h and "where pedestrians have priority over vehicles along the road" (*Department of Transport Speed Zoning Technical Guidelines, Edition 2*) and "the road should be discontinuous and any kerb should be removed to enhance the sense of equality between pedestrians and vehicles" (*VicRoads Supplement to AGTM Part 8: LATM – Edition 1, 2008*).
        - The proposal from the applicant does not achieve this.
    - As a result, the 'Village Street' must be designed in a manner that meets the objectives of the Development Plan, the Yarra Planning Scheme and transport engineering requirements:
        - Road surface to be discontinuous without kerbs
        - Speed limit of 10km/h
        - No physical separation of modes
        - 2.8 metre trafficable width
        - Speed reduction devices installed at least every 40 metres in a staggered manner to require a weaving alignment through the zone
        - No on-street car parking should be provided
        - Paving surface to be different to standard bitumen to delineate the shared zone from the surrounding street network
        - Appropriate traffic calming at entrances and exits to shared zones to require reduced speed for vehicles to 10km/h
- Driveway access points are not designed in a way that gives priority to people walking on the Alexandra Parade footpath, as per the Victorian Road Rules
    - As a result, all access driveways (to Alexandra Parade, loading bays and all carparks) must be redesigned as a raised threshold with a pedestrian-priority crossing that requires entering and exiting vehicles to give way to pedestrians.
- The design of the Gore Street extension / access road from Alexandra Parade is not acceptable:
    - A large roundabout is proposed which reduces safety and amenity for people walking and cycling
    - A truck turning area to the north is proposed directly across the main bicycle access route which is unsafe
    - On-street parking and loading bays are proposed which create a dooring hazard and introduces potential conflicts with people riding bikes along the proposed designated main bicycle access route
    - The "end of designated cyclist lane" in the transition from Village Street to the
    - As a result, this access road must be designed to either provide a fully segregated, bicycle-exclusive facility (in compliance with VicRoads & Austroads requirements), or redesign the access road in a way that is safe and convenient for the volume of bicycle movements that will occur as a result of the development (preferred).

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Provision of car parking

The applicant's Transport Impact Assessment states that car parking for the social housing component is being provided in excess of the expected demand and research findings in similar circumstances.

It is strongly recommended that this not be done. The provision of additional car parking spaces will encourage car ownership and use, decreasing space available for other facilities (e.g. bicycle parking). Providing excess car parking also does not align with the objectives and requirements of DDO16.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Schedule 16 Clause 43.04 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	330 dwellings (1 + 2 bedroom) 28 dwellings (3+ bedroom)	Provide two bicycle spaces per dwelling	736 spaces	680 spaces
Medical centre	4 practitioners	1 employee space to each 8 practitioners	1 employee spaces	4 spaces (employee) 4 spaces (visitor)
		1visitor space to each 4 practitioners	0 visitor spaces.	
Office (other than specified in the table)	190 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**737 resident / employee spaces**	**684 resident / employee spaces**

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		? visitor spaces	24 visitor spaces
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 53 fewer resident/employee spaces below the requirements of the Scheme.

It is noted that the calculations specified on pages 34-35 of the Transport Impact Assessment do not match. For example, while the report states a shortfall of 40 spaces on Page 35 from the 736 required for all dwellings under DPO16, Table 14 shows a shortfall of 56 spaces.

To avoid confusion, the numbers in this referral response are based on officer calculations from Table 14 rather than the applicant's own calculations.

It is also noted that DDO16 does not specify visitor vs. employee/resident bicycle parking rates. The applicant has also not specified numbers of spaces broken down between visitor and resident bicycle parking for the 'build to rent' component of dwellings. This is discussed further in this report.

Adequacy of visitor spaces

24 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is inadequate for the following reasons:

- A breakdown of visitor vs. resident bicycle parking spaces is required to be provided for the 'build to rent' dwellings in order for a full referral to be made.
- The designated visitor bicycle parking spaces are not indicated on the plans. This must be provided in order for a full referral to be made.
- A note is made on TP-A1102[04] (*Page 51 of 61 in the Urban Analysis and Design Response Report – Vol 1 Part B(3)*) on the southern boundary that "all visitor bikes in public realm":
    - This contradicts the Transport Impact Assessment which states that all visitor bicycle parking spaces are proposed to be located in the secure underground carpark. Clarification is required from the applicant.
    - Further, if visitor bicycle parking is proposed in the public realm, more details on the locations, numbers and designs of these spaces are required for a full referral to be made. These must not be placed in a way that obstructs current or future walking or cycling access.
- 24 spaces does not cater for Yarra's current or predicted future cycling demand. At minimum 94 visitor spaces in total for all dwellings should be provided for the following reasons:
    - No visitor car parking appears to be provided onsite

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  - Best practice and the applicant's own assessment in Table 15 (9.4.1) requires a rate of 0.25 visitor spaces to each dwelling, requiring 90 spaces for the 358 dwellings
  - 4 visitor spaces are required to meet the commercial requirements
- At least some visitor spaces appear to be hanging spaces. Pursuant to clause 52.34-3 and Australian Standard AS2890.3 all visitor spaces must be provided at a horizontal bicycle rail.
- The proposed access arrangements for residential visitor bicycle parking to be located in the car park basement and require active permission from residents is not appropriate:
  - Ease of access is essential and requiring the use of a lift and following long corridors and accessways is not convenient.
  - Most visitor bicycle parking must be located in a publicly accessible area.

Adequacy of resident and employee spaces

Number of spaces

The proposal includes a shortfall of 56 resident spaces below the requirements of the planning scheme and a surplus of 2 employee spaces, and it is noted:

- A reduction of car parking spaces is sought.
- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- The applicant's Transport Impact Assessment does not provide sufficient justification for providing fewer bicycle parking spaces than required under the Yarra Planning Scheme. Section 9.4.3 provides various statements but no statistics or evidence to support them.
- Evidence from ABS Census data and empirical research shows significantly higher rates of cycling for people living in social and public housing and reducing provision for these dwellings is not acceptable.
- The applicant's Transport Impact Assessment does not include traffic generation rates for bicycles.
- Given the above, best practice and DDO16 requires a rate of 2 spaces to each dwelling[1]. Therefore, it is recommended a minimum of 736 resident spaces and 4 employee spaces be provided.
- It would be acceptable if a further reduction in car parking spaces was sought to provide additional bicycle parking spaces (see previous comments under 'Access and Safety' regarding excess provision of car parking – at least some of this space could be used for the improvements noted above and below for bicycle parking).

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Design and location of employee spaces and facilities

Employee and resident spaces are inadequately located and designed for the following reasons:

- Resident/employee bicycle parking is provided at Basement Upper. Due to the steep ramps that provide access to the car park, it is envisioned most cyclists would choose to access the spaces via the lift shaft:
    - A single lift appears to be proposed for access to basement parking. Given the trip generation from the large number of bicycle parking spaces and steepness of the car park ramps, more lifts must be provided to cater for likely demand and number of movements.
- It is unclear how people with bicycles will access the bicycle parking area at Ground level adjacent to Alexandra Parade or the basement bicycle parking from ground level. This detail must be provided and compliance with AS2890.3 and Clause 52.34 demonstrated for all accessways, dimensions and other aspects along the proposed bicycle access routes.
- The measurements provided on the Basement Upper Floor Plan (TP-A1101[04]) in the bicycle parking area are unclear and do not appear to be aligned with the relevant items on the drawings.
- Given the high number of bicycle parking spaces (480) in the Basement Upper area, the provision of entrance and exit points is not adequate, namely:
    - All of the entrances appear to be clustered in a single spot, with no entrance to the access the southern lifts or stairs.
    - It is recommended that an additional entrance be created proximate to the southern lifts and stairwell. The entrance to the smoke lobby of the lifts and stairs in the north-west corner of Basement Upper should also be reoriented to the east side so as to face the bicycle parking entrance.
- It is unclear whether or not the resident and employee bicycle parking spaces are located in a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- A breakdown of bicycle parking types (i.e. vertical vs. horizonal) must be provided. This is not provided in the Transport Impact Assessment.
- Accessways are not of sufficient width in the Basement Upper bicycle parking area given the volume of bicycle movements that would be generated from such a large facility. Most accessways only meet the absolute minimum required by AS2890.3 of 1.5 metres. However, given the large scale of the facility and the clustered nature of entrance/exit points, main access corridors – particularly close to entrance/exit points – must be widened to a minimum of 2.5 metres to allow for safe and convenient access, as per AS2890.3 Figure 2.4.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles.

Provision for future electric car charging points is included in the Transport Impact Assessment as being installed and is acceptable.

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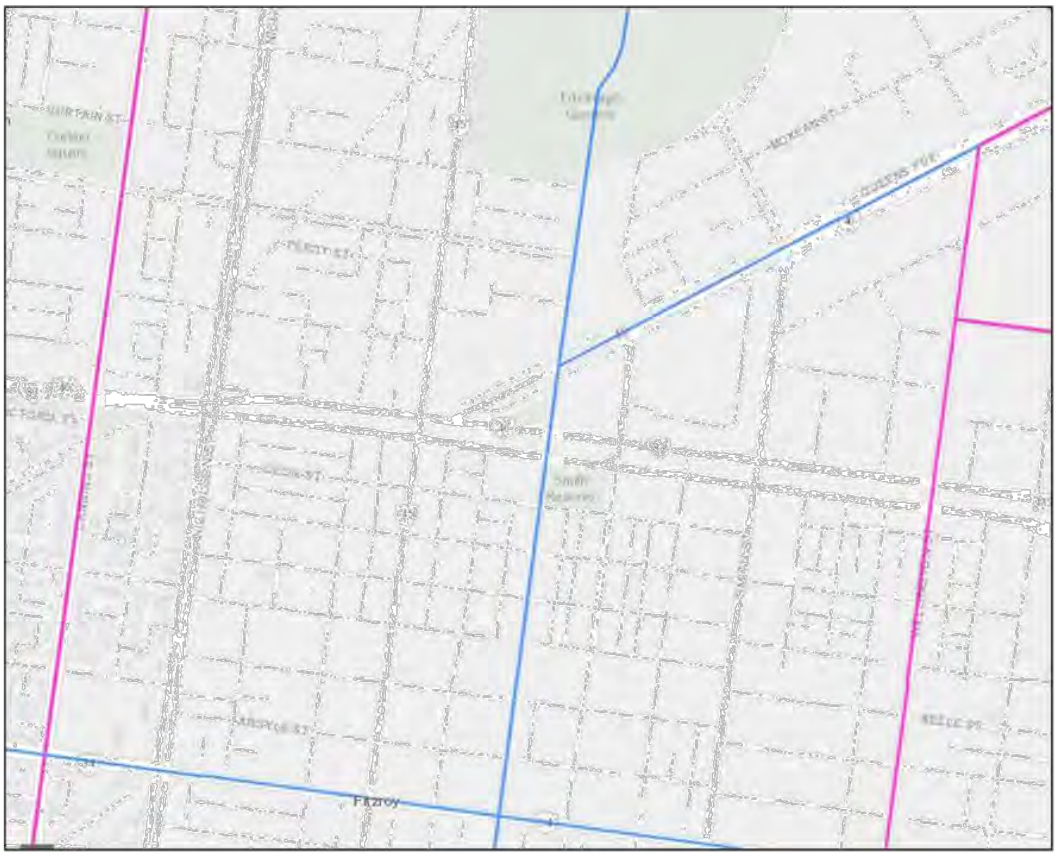
At least 37 electric bicycle charging points should be provided in the resident bicycle parking spaces (5% of total number) adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8).

Yarra's key bicycle corridors

The site is located near several key bicycle corridors:

- Wellington Street (Strategic Cycling Corridor C1)
- South Terrace (Strategic Cycling Corridor C1)
- Canning Street (Strategic Cycling Corridor C1)
- Napier Street (Strategic Cycling Corridor C2)
- Queens Parade (Strategic Cycling Corridor C2)



It is important to note that there is no bicycle connection from the proposed bicycle access to the site and any of these nearby bicycle routes. As outlined previously in this report, it is essential that these are provided as part of the development to ensure that site and Planning Scheme objectives and requirements are met.

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City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

- Napier Street – Department of Transport popup bike lane upgrades are in place. The permanence and final design of these upgrades is still to be determined by the State Government.
- Wellington Street – Department of Transport popup bike lane upgrades are in place. The permanence and final design of these upgrades is still to be determined by the State Government.
- South Terrace – Department of Transport popup bike lane upgrades are in place. The permanence and final design of these upgrades is still to be determined by the State Government.

Recommendations

The following should be shown on the plans before endorsement:

1. The provision of a bicycle connection between the proposed Gore Street extension and Napier Street to the west of the subject site must be provided as part of this development.

2. Demonstration that the lack of building setback on Alexandra Parade does not preclude the construction of a bicycle connection along the north side of Alexandra Parade.

3. The 'Village Street' must be designed in a manner that meets the objectives of the Development Plan, the Yarra Planning Scheme and transport engineering requirements as follows, at a minimum:
    a. Road surface to be discontinuous without kerbs
    b. Speed limit of 10km/h
    c. No physical separation of modes
    d. 2.8 metre trafficable width
    e. Speed reduction devices installed at least every 40 metres in a staggered manner to require a weaving alignment through the zone
    f. No on-street car parking should be provided
    g. Paving surface to be different to standard bitumen to delineate the shared zone from the surrounding street network
    h. Appropriate traffic calming at entrances and exits to shared zones to require reduced speed for vehicles to 10km/h

4. All access driveways to Alexandra Parade, loading bays and all carparks must be redesigned as a raised threshold with a pedestrian-priority crossing that requires entering and exiting vehicles to give way to pedestrians.

5. The proposed Gore Street extension access road must be designed in one of the following ways:
    a. provision of a fully segregated, bicycle-exclusive facility in compliance with VicRoads & Austroads requirements; or

b. redesign of the access road in a way that is safe and convenient for the volume of bicycle movements that will occur as a result of the development (preferred).

6. Reduction in car parking for the social housing component of the development to the minimum specified (i.e. 58).

7. Clarification on the exact provision of bicycle parking and of the contradictory calculations specified on pages 34-35 of the Transport Impact Assessment.

8. Provision of the total numbers of visitor and resident bicycle parking proposed to be provided.

9. Designation of spaces to be designated for visitor and resident use to be shown on the plans.

10. Details on the location, number of spaces and bicycle parking type proposed public realm visitor bicycle parking indicated on TP-A1102[04] (Page 51 of 61 in the *Urban Analysis and Design Response Report – Vol 1 Part B(3)*), with any visitor bicycle parking proposed in the public.

11. All bicycle parking in the public realm must be designed in a way that does not obstruct current or future walking or cycling access, as per Australian Standard AS2890.3.

12. A minimum of 94 visitor bicycle parking spaces in total must be provided.

13. All visitor bicycle parking spaces must be provided at a horizontal bicycle rail, in compliance with Clause 52.34-3 and Australian Standard AS2890.3

14. At least 50% of visitor bicycle parking must be provided in a location that is publicly accessible and does not require traversing a secure area.

15. Inclusion of estimated trip generation rates for walking, cycling and public transport in the Transport Impact Assessment.

16. A minimum of 736 resident spaces and 4 employee spaces in total must be provided

17. Clarification on the number of lifts to be provided for access to the Basement Upper bicycle parking area. If only one (1) then at least two (2) additional lifts must be provided.

18. Dimensions of all bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

19. It is recommended that an additional entrance be created proximate to the southern lifts and stairwell. The entrance to the smoke lobby of the lifts and stairs in the north-west corner of Basement Upper should also be reoriented to the east side so as to face the bicycle parking entrance.

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20. The provision of all resident and employee bicycle parking in a secure area, in compliance with Clause 52.34-3 and Australian Standard AS2890.3.

21. Security arrangements to access resident and employee bicycle storage spaces.

22. The total number each of horizontal and vertical bicycle parking spaces to be provided in the Transport Impact Assessment.

23. Principal internal accessways within the Basement Upper bicycle parking area to be a minimum width of 2.5 metres and all other accessways to be a minimum of 1.5 metres.

24. At least 5% of the total number of resident bicycle parking spaces must include electric bicycle charging points immediately adjacent to spaces suitable for electric bicycles to use, i.e.
    a. horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – 'cargo bicycle' and Section 2.2.8

Principal Strategic Transport Planner (Strategic Transport Unit): Philip Mallis



Signature:

Date: 08/09/2022

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ESD Formal Referral Response

Application Information	
Referral Officer	WILLIAME
Officer	Euan Williamson
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North VIC 3068
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: D22/219380

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Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- New referral

In assessing this application, the following documents were reviewed:

- SMP prepared by Lucid dated 23rd June 2022
- Architectural drawings by ARM Architecture dated July 2022

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met:

(1) Applicant ESD Commitments

- 5 Star Green Star certification for both Building M and L.
- Good natural ventilation to most dwellings.
- Building L to be average 7 Star NatHERS and Building M to be average 7.5 Star NatHERS. No dwellings below 6 Star NatHERS.
- No gas connected. In conjunction with energy efficient all electric development has potential to be zero carbon emissions. *See (2) below for comments.*
- Two solar arrays proposed: 40 kWp on Building M and 30 kWp on Building L.
- MUSIC model submitted demonstrating best practice stormwater quality objectives will be met. System relies on a minimum of 5,694m^2 of roof, podium and terrace draining to a minimum 100,000 litre tank. Treatment of rainwater tanks overflow by a proprietary device is acceptable in this instance as the system does not rely on the filter to deliver stormwater quality objectives.
- Centralised heat pump hot water system with an efficiency standard 85% or better of best performing unit of a relevant capacity.
- Energy efficient heating/cooling systems.
- Carpark ventilation to have Carbon Monoxide monitoring and control systems to minimise energy consumption.
- Energy efficient LED lighting at least 10% better than NCC minimum.
- Water efficient fixtures and fittings.
- Individual water and electricity meters for each and every dwelling.
- Rainwater to irrigate water efficient gardens.
- All steel will be from a responsible steel manufacturer.
- All timber will be certified sustainable by either FSC of PEFC.
- All paints, adhesives, sealants and floor finishes to be low VOC and engineered timber to be low/zero formaldehyde.
- Minimum 80% reduction of Construction and Demolition waste going to landfill.

- General waste, comingled recycling, organics and glass waste streams for residents and non-residential components.
- Landscaping including over 10% of the site area with green planting. Overall site to reach the Green Factor 0.55 score threshold. Communal spaces and productive food gardens included.
- A minimum of 50% of site area will reach the SRI index of >60% through various design elements.
- A Building Users Guide will be produced and made available to building users.
- An Environmental Management Plan will be produced in accordance with Green Star criteria.

(2) Application ESD Deficiencies

- Daylight to living and kitchen areas is not satisfactory. Best practice standards of daylight access to habitable rooms (as defined by BESS) must be met. Alterative metrics described in the SMP as 'adequate' daylight levels are not acceptable, are not supported by VCAT decisions, and do not demonstrate best practice in daylight required by Clause 22.17 of the Planning Scheme.
  In addition, the daylight modelling report samples dwellings on Level 4 and extrapolates results to the whole building which is an inaccurate and highly usual approach to present the daylight performance of a building. Given that daylight is reduced at lower levels, Council requires an updated daylight study that includes a reasonable sample of dwellings from the lower levels, and that demonstrates best practice in daylight.
  Given that ~70% of living kitchen areas meet the BESS best practice benchmark, Council recommends that improvements to building design are made to optimise access to daylight and demonstrate that BESS daylight standards can be met in an updated daylight report.
- Sample NatHERS ratings for Building M include cooling loads above the BADS 30 MJ/m^2 threshold (G BTR8 and 1 BTR22). Recommend changes to the building design that improve cooling performance to ensure that all dwellings have a cooling load no higher than 30 MJ/m^2/year.
- Strongly recommend that operational emissions from this development be simply reduced to net-zero by following the recent Ministerial direction that all new embedded networks be supplied by 100% renewable energy. An exemption to this Ministerial direct is not appropriate for the development of this nature.
- Project has proposed 480 secure bike parks for Building M residents, 180 spaces for building L Residents, plus 20 bike spaces for visitors and customers and 4 secure staff bike parking spaces. This is unsatisfactory. Requirements of Clause 43.04 stipulates two bicycle parking spaces for each dwelling, which is a total of 736 bicycle parking spaces, as noted in the Traffic Impact Assessment report.

(3) Outstanding Information

- Natural ventilation to corridors possible if all exterior windows to common area corridors are operable. Please confirm that all external windows to common area corridors are operable to enable access to natural ventilation.
- SMP claims 75,000 litres of rainwater storage for toilet flushing, but BESS report says 50,000 and the Stormwater Report quotes 100,000 litres. 75,000 litres of rainwater storage can be identified on plans. Please amend all documents to be consistent across the submission.
- EV chargers and electrical infrastructure provided but details not confirmed. Please provide details on the number and location of EV charge points. Recommend all carparking spaces are 'EV ready' in line with council guidelines, demonstrated in updated documentation.

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(4) ESD Improvement Opportunities

- Reasonable external views to most dwellings. Internal dwellings facing the courtyard have significant restrictions. Recommend alter floor plate to improve the sight lines and external views from living areas to dwellings SH2, SH3 and SH4 in the southern building to improve outlook and health for future residents.
- Consider avoiding PVC altogether or specify from sources that demonstrate compliance with Green Star Best Practice Guidelines.

ESD Officer: WILLIAME

Signature: 

Date: 8th September 2022

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Sustainable Management Plan (SMP)

for planning applications being considered by Yarra Council



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

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Sustainable Management Plan (SMP)

for planning applications being considered by Yarra Council



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development.*

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-*residential 1. 1,000m^2 or greater.*

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Good natural ventilation to most dwellings. Natural ventilation to corridors possible if all exterior windows to common area corridors are operable.	Please confirm that all external windows to common area corridors are operable to enable access to natural ventilation.	3
Daylight & Solar Access	Daylight to living kitchen areas is not satisfactory.	Best practice standards in daylight access to habitable rooms must be met. Alterative metrics described in the SMP as 'adequate' daylight levels are not acceptable, are not supported by VCAT decisions, and do not demonstrate best practice in daylight. In addition, the daylight modelling report samples dwellings on the L4 and extrapolates results which is an inaccurate and highly usual approach. Given that daylight is worse at lower levels, Council requires an updated daylight study that includes a reasonable sample of dwellings from the lower levels, and that demonstrates best practice in daylight. Given that ~70% of living kitchen areas meet the BESS best practice benchmark, Council recommends that minor improvements to building design are made to optimise access to daylight and demonstrate that BESS daylight standards can be met.	2
External Views	Reasonable external views to most dwellings. Internal dwellings facing the courtyard have significant restrictions.	Recommend alter floor plate to improve the sight lines and external views from living areas to dwellings SH2, SH3 and SH4 in the southern	2

		building to improve outlook and health for future residents.	
Hazardous Materials and VOC	All paints, adhesives, sealants and floor finishes to be low VOC and engineered timber to be low/zero formaldehyde.	-	1
Thermal Comfort	NatHERS ratings, modest glazing and decent natural ventilation will deliver satisfactory thermal comfort to dwellings.	-	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs

Issues	Applicant's Design Responses	Council Comments	CAR[4]
NCC Energy Efficiency Requirements	Building L to be average 7 Star NatHERS and Building M to be average 7.5 Star NatHERS. No dwellings below 6 Star NatHERS	*See comments below regarding cooling loads.*	1
Thermal Performance	Sample NatHERS ratings for Building M include cooling loads above the BADS 30 MJ/m2 threshold (G BTR8 and 1 BTR22).	Improve cooling performance to ensure that all dwellings have a cooling load no higher than 30 MJ/m^2/year.	2
Greenhouse Gas Emissions	Gas free, and efficient all electric development has potential to be zero carbon emissions.	Strongly recommend that operational emissions from this development be simply reduced to net-zero by following the recent Ministerial direction that all new embedded networks be supplied by 100% renewable energy. An exemption to this Ministerial direct is not appropriate for the development of this nature.	2
Hot Water System	Centralised heat pump hot water system with an efficiency standard 85% or better of best performing unit of a relevant capacity.	-	1
Peak Energy Demand	Various initiatives will address peak demand to a satisfactory standard.	-	1
Effective Shading	Modest glazing to wall ratio indicates summer heat will be reasonable, however some dwellings have cooling loads above the BADS thresholds.	*See comments above.*	1

Efficient HVAC system	Energy efficient heating/cooling systems.	-	1
Car Park Ventilation	Carpark ventilation to have CO monitoring and control systems to minimise energy consumption.	-	1
Efficient Lighting	Energy efficient LED lighting at least 10% better than NCC minimum	-	1
Electricity Generation	Two solar arrays are proposed; 40 kWp on Building M and 30 kWp on Building L.	-	1
Other	All electric buildings with no gas connected.	-	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient WELS rated fixtures will be the following: - 4 Star shower heads (<5.5 l/min) - 4 Star toilets - 6 Star bathroom taps - 5 Star kitchen taps - 5 Star dishwashers - 4 Star washing machines	Satisfactory	1
Water for Toilet Flushing	SMP claims 75,000 litres of rainwater storage for toilet flushing, but BESS report says 50,000 and the Stormwater Report quotes 100,000 litres. 75,000 litres of rainwater storage can be identified on plans.	Please amend all documents to be consistent across the submission.	3
Water Meter	Individual water meters for each and every dwelling	Satisfactory	1
Landscape Irrigation	Rainwater to irrigate water efficient gardens	Satisfactory	1
Other		Satisfactory	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au

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Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	MUSIC model submitted demonstrating best practice stormwater quality objectives will be met. System relies on 5,694 m2 of roof, podium and terrace draining to a minimum 100,000 litre tank. Treatment of rainwater tanks overflow by a proprietary device is acceptable in this instance as the system does not rely on the filter to deliver stormwater quality objectives.	Satisfactory	1
Discharge to sewer	Toilet flushing connections will divert large volume of rainwater to sewer	Satisfactory	1
Stormwater Diversion	-	-	-
Stormwater Detention	100,000 litres of rainwater storage and re-use proposed	Satisfactory	1
Stormwater Treatment	Treatment of rainwater tanks overflow, and other small catchment areas, by a proprietary device is acceptable in this instance as the system does not rely on the filter to deliver stormwater quality objectives.	Satisfactory	1
Others			

* **Council Assessment Ratings:**
1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No specific information has been provided.	Consider using recycled materials in products such as insulation and other.	4
Embodied Energy of Concrete and Steel	All steel will be from a responsible steel manufacturer.	Satisfactory	1
Sustainable Timber	All timber will be certified sustainable by either FSC of PEFC	Satisfactory	1
Design for Disassembly	No specific information has been provided.	Consider using a small materials pallet and avoid laminated or composite products that are difficult to reuse or recycle.	4
PVC	No specific information has been provided.	Consider avoiding PVC altogether or specify from sources that demonstrate compliance with Green Star Best Practice Guidelines.	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Reduced car parking rates proposed	Satisfactory	1
Bike Parking Spaces	480 secure bike parks for building M residents, 180 spaces for building L Residents, plus 20 bike spaces for visitors and customers and 4 secure staff bike parking spaces.	Unsatisfactory. Requirements of Clause 43.04 stipulate two bicycle parking spaces for each dwelling, which is a total of 736 bicycle parking spaces.	2
End of Trip Facilities	-	-	-
Car Share Facilities		Satisfactory	
Electric vehicle charging	EV chargers and electrical infrastructure provided but details not confirmed.	Please provide details on the number and location of EV charge points. Recommend all carparking spaces are 'EV ready' in line with council guidelines.	3
-	-	-	-

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 6. Transport

Off-setting Car Emissions Options www.greenfleet.com.au

Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf

Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/

Bicycle Victoria www.bv.com.au

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7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	Minimum 80% reduction of C&D waste going to landfill	Satisfactory	1
Operational Waste Management	General waste, comingled recycling, organics and glass waste streams for residents and non-residential components.	Satisfactory	1
Storage Spaces for Recycling and Green Waste	Spaces for all four waste streams have been identified in the WMP.	Satisfactory	1
Others		Satisfactory	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	No productive top soil onsite.	Satisfactory	1
Maintaining / Enhancing Ecological Value	Landscaping including over 10% of th site area with green planting. Overall site to reach the Green Factor 0.55 score threshold. Communal spaces and productive food gardens included.	Satisfactory	1
Heat Island Effect	A minimum of 50% of site area will reach the SRI index of >60% through various design elements.	Satisfactory	1
Other	-	-	-
Green wall, roofs, facades	Climbing plants to Alexandra Parade façade and to pergola structure to roof garden.	Satisfactory	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings

Issues	Applicant's Design Responses	Council Comments	CAR*
Improving on Green Star Benchmarks	NA	-	-
Global Sustainability	NA	-	-
Others	All electric building has been claimed as an innovation.	Satisfactory, although to make this claim truly innovative committed to supplying the building 100% renewable energy would make it net-zero from operating carbon emissions.	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Recommend comprehensive commissioning and tuning of all major building services.	4
Building Users Guide	A Building Users Guide will be produced and made available to building users.	Satisfactory	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Recommend that construction contractor has valid ISO14001 Accreditation.	4
Construction Management Plan	An Environmental Management Plan will be produced in accordance with Green Star criteria	Satisfactory	1
Others		Satisfactory	

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY
2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required
4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

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Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council



YaRRA

Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

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City Works
Formal Referral Response

Application Information	
Referral Officer	John Theodosakis
Officer	Atha Athanasi
Council Reference	PPE22/0190
Address	111 Queens Pde, Fitzroy North VIC 3068
Proposal	DELWP Referral - Application for a planning permit for the use of the land for a food and drinks premises; construction of a building or construct or carry out works associated with a section 2 use and construct two or more dwellings on a lot in a Mixed Use Zone; partial demolition and construct a building or construct or carry out works in a Heritage Overlay, construct a building or construct or carry out works in a Design and Development Overlay and Special Building Overlay, reduction in the car parking requirements and create or alter access to a road in a Transport Zone 2.
Comments Sought	Statutory Planning Referral memo: D22/219480

Council's City Works Branch provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments:

The waste management plan for Fitzroy Gasworks (Parcel A) 111 Queens Parade, Fitzroy North authored by One Mile Grid and dated 25/7/22 is satisfactory from a City Works Branch's perspective.

Officer: Atha Athanasi

Signature:

Date:1/09/2022

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Development Engineering Formal Referral Response

Application Information	
Referral Officer	John Theodosakis
Officer	Mark Pisani
Council Reference	IREF22/01248
Address	111 Queens Parade, Fitzroy North
Application No.	PPE22/0190
Proposal	Referral - Internal – Development Engineering
Comments Sought	Major Development; Parcel A of Fitzroy Gasworks Site

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
ARM Architecture	TP-A1100[04] *General Arrangement Floor Plan - Basement Lower*		11 July 2022
	TP-A1101[04] *General Arrangement Floor Plan - Basement Upper*		11 July 2022
	TP-A1100[04] *General Arrangement Floor Plan - Ground*		12 July 2022
	TP-A2000[3] to TP-A2201[3] *Elevations*		11 July 2022
	Part 5.4 *Sections*		12 July 2022
One Mile Grid	Transport Impact Assessment		25 July 2022

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CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Social Housing (SH)				
One-Bedroom Dwelling	48	1.0 space per dwelling	48	76
Two-Bedroom Dwelling	60	1.0 space per dwelling	60	
Three-Bedroom Dwelling	12	2.0 spaces per dwelling	24	
Built to Rent (BTR)				
One-Bedroom Dwelling	128	1.0 space per dwelling	128	150
Two-Bedroom Dwelling	94	1.0 space per dwelling	94	
Three-Bedroom Dwelling	16	2.0 spaces per dwelling	32	
Commercial				
Office	57 m²	3.0 spaces per 100 m² of net floor area	1	1
Medical Centre	204 m²	3.5 spaces per 100 m² of leasable floor area	7	3
Food and Drink	106 m²	3.5 spaces per 100 m² of leasable floor area	3	1
Café (Food and Drink)	130 m²	3.5 spaces per 100 m² of leasable floor area	4	1
		Total	**401 spaces**	**232 spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Parking Demand Consideration	Details
Parking Demand for Social Housing Dwellings	To determine the likely parking demand rate for the social housing type dwellings, One Mile Grid traffic engineering consultants have cited a study prepared by GTA Consultants - *Review of Social Housing Car Parking Demands: Car Parking*

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Parking Demand Consideration	Details
	Studies (November 2017). The study indicated that social housing dwellings in high rises had a parking demand rate of 0.46 spaces per dwelling, and within the municipality, an average rate of 0.55 spaces per dwelling was identified. The subject site would be supplying car parking to the social housing dwellings at a rate of 0.63 spaces per dwelling, which is considered appropriate.
Parking Demand for Built To Rent type Dwellings	One Mile Grid has adopted a rate of 0.31 spaces for the BTR dwellings, based on a study conducted by Charter Keck Cramer for a number of completed BTR developments. By using this rate for the BTR dwellings would equate to a parking demand of 74 spaces, which is well below the proposed on-site parking provision of 150 spaces. The proposed parking provision for the BTR dwellings is also considered appropriate.
Parking Demand for Office Use, Food and Drink Premises and Café.	Each of these three uses have been supplied with staff parking at a rate of 1.0 space per 100 square metres of floor area. This rate is considered appropriate. Customers and clients would be expected to park off-site.
Parking Demand for the Medical Centre Use	For the medical centre, the three on-site spaces would be allocated to staff and four visitors spaces would be accommodated on-street. The applicant proposes to provide an indented parking area on the north side of Alexandra Parade. Whilst visitors to the medical would utilise these space, there is no guarantee that they would be available for the medical centre as these spaces would be public spaces.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Smith Street trams – 120 metre walk ▪ Brunswick Street trams – 420 metre walk ▪ Queens Parade buses – 150 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
The Future Growth and Development of an Activity Centre	*Practice Note 22 – Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Smith Street retail precinct, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision for the various uses is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by One Mile Grid traffic engineering consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (226 on-site spaces)	0.4 trips per space in each peak hour 4.0 trips per dwelling per day	904	90	90
Commercial (6 on-site spaces)	1.0 trip per space in each peak hour	Not provided	6	6
	Total		**96 trips**	**96 trips**

Directional Split

Residential peak hour traffic directional split:

- AM Peak Hour – 80% outbound (72 trips), 20% inbound (18 trips); and
- PM Peak Hour – 40% outbound (36 trips), 60% inbound (54 trips).

Traffic Impact of the Development

The post development traffic volumes provided in Figure 21 and Table 23 of the report only depicts the residential traffic component and do not include the commercial traffic (6 trips in each peak hour).

The previous traffic modelling of the Fitzroy Gasworks site undertaken by GHD Consultants as part of the *Integrated Transport Plan* for Parcels A, B and C contemplates AM and PM peak hour volumes of 273 trips and 291 trips respectively entering and exiting the Gore Street extension via Alexandra Parade. The post development traffic volumes of Parcel A (the subject site) are not expected to have a detrimental impact on the operation of Alexandra Parade.

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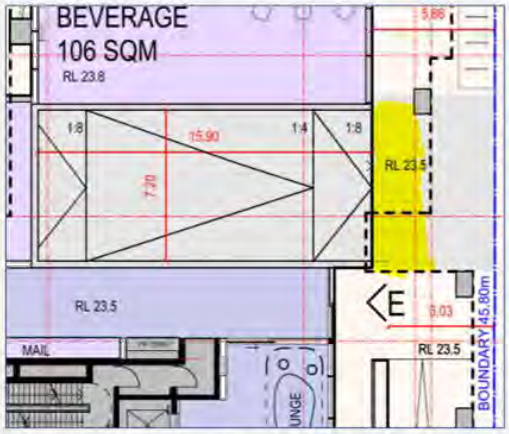
DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Gore Street Extension	The development entrance has a width of 7.2 metres, which satisfies the Australian/New Zealand standard AS/NZS 2890.1:2004.
Visibility	The exit lane of the development entrance contains no pedestrian sight triangle. The west side of Gore Street is expected to accommodate high pedestrian and cyclist numbers. The steep ramp profile would also restrict an exiting motorist from viewing pedestrians immediately in front of the entrance, as highlighted (in yellow) below:  Visibility and safety need to be reviewed for the development's access arrangements.
Headroom Clearance	The headroom clearance along the ramped accessways is no less than 2.6 metres, which satisfies AS/NZS 2890.1:2004. Within the basement levels, headroom clearances have been provided at a minimum of 2.2 metres within the parking modules and at 2.5 metres above accessible parking spaces, with satisfy Australian/New Zealand Standard requirements.
Internal Ramped Accessways	The individual traffic lane carriageways have widths of 3.0 metres and are separated by a 600 mm wide median and provided with 300 mm wide kerbs on either side. The internal ramped accessways satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 2.8 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Space	With the exception of the 4.9 metre lengths (*Design standard 2*), the accessible parking spaces and shared areas satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009. The shared areas do not have hatched line markings or bollards as required by AS/NZS 2890.6:2009.

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Item	Assessment
Aisles	The aisle widths range from 6.4 metre wide aisle satisfies *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have not been depicted on the drawings.
Clearances to Walls	Spaces adjacent to walls have been provided with 300 mm clearances, which satisfy *Design standard 2*
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp grade for the first 5.0 metres inside the property line is flat and complies with *Design standard 3: gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9. Ramp grade lengths and transition grades have not been dimensioned on the drawings.
Swept Path Assessment	
MFB Platform Vehicle – Entry and Exit Movements SPA101* Rev A	One Mile Grid has assessment the entry and exit movements of an 8.13 metre long MFB platform vehicle. Although this vehicle is not generally used when assessing truck swept paths, the movement diagrams confirm that this vehicle can enter and exit Gore Street via Alexandra Parade and turnaround at the Gore Street termination satisfactorily.
Truck Movements Loading Dock – Southern Access Road SPA100 Rev A	The swept path diagrams for an 8.8 metre lone medium rigid vehicle entering the east-west aligned southern access road via George Street, reversing into the loading dock and proceeding out of the site back onto George Street are considered satisfactory.
Vehicle Entry and Exit Movements Development Entrance SPA100 Rev A	The swept path diagrams for a B99 design vehicle entering the site via Gore Street are considered satisfactory.
Truck Movements – Gore Street and Indented Loading Bay SPA100 Rev A	The swept path diagrams for a medium rigid vehicle entering Gore Street from Alexandra Parade, reversing into the indented loading bay and undertaking a turnaround movement, are considered satisfactory.
Vehicle Passing Movements – Upper Basement Level Car Park SPA102 Rev C	The vehicle passing movements of two oncoming B99 designs vehicles along the main accessway of the upper level basement car park are considered satisfactory.
Vehicle Passing Movements – Lower Basement Level Car Park SPA103 Rev C	The swept path diagrams for two passing B99 design vehicle negotiating the internal ramped accessway are considered satisfactory.
Other Items	
Loading Arrangements	<u>On-Site Loading Dock</u> The dimensions of the on-site loading dock (5.20 metres by 11.85 metres) at the north-west corner of the development can adequately accommodate a medium rigid vehicle. <u>Gore Street Indented Loading Bay</u> The length of the indented loading bay on the west side of the Gore Street extension has not been dimensioned.

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Item	Assessment
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).
Numbering of Parking Spaces	Parking spaces have not been numbered.

* One Mile Grid swept path diagram drawing number.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Development Entrance and Visibility	The applicant needs to review the visibility and safety of the development entrance. Visibility of pedestrians walking in front of the development entrance is restricted and the high volumes of traffic using the entrance would create a hostile environment for pedestrians and cyclists. The applicant is to engage an accredited independent Road Safety Auditor to conduct a Road Safety Audit of the development entrance. The Road Safety Audit must be completed before the plans are further revised or amended.
Columns	Columns within the basement car parking levels are to be depicted on the drawings. The positions of the columns are to be located outside of the parking space clearance envelopes as required by *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.
Ramp Grades	Ramp grade lengths and transition grades are to be dimensioned on the drawings.
Line Marking – Upper Basement Parking Level	The line marking for the accessway and the accessible parking spaces as suggested in One Mile Grid's drawing (SPA102) should be implemented.
Vehicle Crossing Ground Clearance	To assist the applicant, a *Vehicle Crossing Information Sheet* has been appended to this memo. The ground clearance check (for each new vehicle crossing) requires the applicant to confirm the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels within the proposed road pavements – in this case, the Gore Street extension and the east-west aligned southern access road (from George Street). These levels are to be shown on cross sectional drawings with dimensions, together with the B99 design vehicle ground clearance template demonstrating access and exit movements. Providing the ground clearance checks early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

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INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

The following information has been provided by Council's Civil Engineering unit:

Item	Details
General	
Impact on Council Road Assets during Construction	The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.
Frontage Roads along Development Site	
Kerb and Channel Reconstruction Footpath Reconstruction	Construction works at the site and the occupation of the footpaths during works will impact on the condition of the footpaths and kerb and channel. The provision of underground utilities often require open cut trenches to be made – which result patch-work reinstatements. The Permit Holder is to reconstruct the footpaths and kerb and channel along the property's Alexandra Parade and George Street road frontages. The reconstructed footpaths must have cross-falls of 1 in 40. Adjacent development levels should be adjusted to match in with these reconstructed levels as opposed to existing (if and where footpaths are non-compliant).
New Roads	If new roads are not to be vested with Council, then we do not need to sign off on detailed civil designs. This matter has not yet been agreed, so a definitive position / conditions are unable to be provided at this current time. New internal road networks are not to be vested with the City of Yarra as part of this development. Any plans and detail noting this must be amended.
Removal of Redundant Vehicle Crossings	All redundant vehicle crossings are to be demolished and reinstated with paving, kerb and channel.
Removal of Redundant Property Drains	Redundant property drains under the footpaths must be removed and reinstated to Council's satisfaction.
Undergrounding of Electricity and Provision of Electrical Assets	All proposed electrical infrastructure (including powerlines) within the development site must be located underground. The developer must submit a proposal for review and approval of the undergrounding of the existing overhead low voltage (LV) powerlines located along the adjacent Council. Electrical kiosks/substations must be positioned within private property, only, and must not impose/impact adjacent Council property.

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Item	Details
Engineering Design	
Inception Meeting between the Applicant's Civil Engineering Consultant and Council's Civil Infrastructure Team	Before the preparation of the detailed engineering design commences, the applicant must convene an inception meeting with Council's Civil Infrastructure team to discuss the civil engineering and drainage design aspects of the infrastructure works associated with the development.
Detailed Engineering Design	The applicant must submit detailed engineering design drawings of all infrastructure works associated with the development to Council for assessment and approval. Detailed engineering design drawings are to be submitted for the Gore Street extension and the east-west aligned southern access road. The development is not to commence until detailed civil designs for adjacent public and private land have been approved. Including: ▪ George Street ▪ Alexandra Parade ▪ New internal road network / paths / loading areas.
Site Survey	A detailed site survey must be submitted as part of this early review to establish existing site levels and conditions.
Road Layout Design	Road and/or loading zone layout designs have not been resolved. As such, the information in the traffic impact assessment (e.g. - access routes, swept paths) potentially cannot be reviewed accurately at this stage.
Finished Floor Levels	The finished floor levels of all pedestrian entrances of the development must be designed to match the design levels at the DDA footpaths (i.e. – back of footpath levels, along the property lines). The applicant may need readjust levels internally if required.
Development Levels	Development levels (particularly at interfaces and access points) cannot be approved, as no information has been provided on existing site levels. Changes to existing conditions have not yet been identified and level information for new roads / footpaths has not been provided or approved at this point in time.
George Street Footpath	George Street - general pedestrian clearance concerns: 1. The existing conditions of the George St footpath are poor - insufficient width, clearance around poles, and steep crossfall. These conditions should be improved as part of the development of the site. There is a unique opportunity to do this now, that will not be available in the future. The increased pedestrian movements on this footpath, due to the site development, means this is a requirement so that conditions /capacity does not worsen. A minimum 1.8m footpath, clear of obstructions, should be provided along this frontage. 2. In addition, there is concern that removing and/or relocating power poles along this frontage may be difficult within the narrow existing footpath. Locating new, or relocating existing poles, will be difficult due to competing factors such as CitiPower 'current' design offset requirements, DoT offset

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Item	Details
	requirements at BoK, Council's / DoT's footpath clearance requirements (should be minimum 1.8m along this frontage), and possible clash with underground services. In short it will be very difficult for pole locations to be compliant along this frontage, and suitable setback at ground should be provided. This includes setback of title boundary / basement / awning / overhang, where appropriate.
Proving of Underground Utilities	The applicant must locate and prove all underground utility services within the road reserves fronting the development.
Indented Parking Areas – Alexandra Parade and Gore Street	The design of the indented parking areas along the north side of Alexandra Parade and the west side of Gore Street is to be in accordance with the Australian/New Zealand Standard AS/NZS 2890.5:2020 *Parking facilities Part 5: On-street parking*.
Deceleration Lane – North Side of Alexandra Parade	The deceleration lane on the west approach to the Alexandra Parade/Gore Street extension must be designed in accordance with Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*. (Publication: AGRD04A-17).
Legal Point of Discharge (LPD)	All development parcels should discharge to new internal drainage network via Legal Points of Discharge. The stormwater drainage system must be staged and constructed accordingly, so that it is operational when developments need to connect. Council will not approve direct discharge / connection to drainage systems in surrounding existing roads. To assist the applicant, base maps showing the existing drainage infrastructure surrounding the site have been appended to this memo.
Drainage Design	The applicant is to provide a functional layout plan which includes, but is not limited to, the following details: 1.Indicate any primary drainage lines (public assets) capturing runoff from all public areas, designed to Council standards and connecting to the Alexander Parade LPD. Provide easements where applicable. 2.Indicate any secondary drainage lines (private assets) for each proposed lot (in the form of a stub) and provide a connection to the primary public line. All drainage must be designed in accordance with relevant standards. 3.Specify drainage dimensions, types and alignments based on the expected flows from the allocated sub catchments and surface types. 4.Indicate the anticipated flow depth and path of the 1% AEP through the site including any upstream contributions. Justify the findings with computations and catchment details, and ensure authority requirements are complied with. 5.General grades of the drainage infrastructure and confirm the system is able to discharge to Alexander Pde main drain under gravity. The applicant is to also confirm that the stormwater design (pipe network and any overland flow) is consistent with Melbourne Water design and modelling requirements.

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Item	Details
Water Sensitive Urban Design (WSUD) Infrastructure	WSUD infrastructure is required to achieve the development's sustainability requirements and must not be positioned within the public areas. The proposed sustainability measures must be located within private property boundaries and must be managed and maintained by the relevant property owners i.e. through Owners Corporation/ Committee agreements.
Public Lighting	Existing, temporary and future proposed lighting plans must be provided by the applicant and demonstrate the following: 1. The existing lighting levels and conditions on all development frontages. 2. Impact of new development on existing lighting conditions. Will it cause existing conditions to become non-compliant? (E.g. New buildings adjacent to light poles, relocation of light poles, changes to traffic treatments / intersections etc. will require review). 3. It is the responsibility of DV to ensure that existing street lighting remains compliant after development works are complete. 4. Provide lighting plan(s) for future development areas showing that the lighting levels will be in accordance with AS1158 and AS428.
Public Lighting in George Street	George Street - lighting and pole concerns: 1. The recently completed school development appears to have rendered existing light poles on George Street non-compliant, due to proximity to building. It must be confirmed if they are still compliant with AS1158 and AS4282, and other CitiPower requirements. 2. Further, a review must be completed of all other lighting conditions and light pole positions along George St to see if the proposals as part of this development create further issues and cause lights not to comply with AS1158 and AS4282. 3. Development Victoria must fund these reviews and any works that are required to ensure lighting conditions and pole positions are compliant.
Eastern Property Boundary	Given the staggered alignment of the property boundary to the east of the development what is the proposal for the alignment of the kerb, invert and channel in order to allow for adequate drainage/flow through the service road area. This will need to be incorporated in the civil and drainage plans for the development. Alignment of property boundary along eastern side of the development needs to be clearly defined as there is potential for obstructions being created for pedestrians using this area. For example the bike hoops look to be in the middle of the footpath area just north of the vehicle crossing.
Other Items	
Architectural Drawings	A full set of architectural drawings has not been provided. As such a full review cannot be completed. Please submit all drawings for review. Representations of Gore St being "extended" is documents is misleading, as this extension will likely not be created as

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Item	Details
	Council road reserve, or trafficable by public vehicles. The applicant is to amend the submitted documents. The applicant is to update all detail that is inconsistent with the approved development for resubmission and cloud all changes on the plans.
Public Realm Strategy	The Public Realm Strategy document incorrect identifies new internal roads as being vested with council. This is not included in the endorsed DP and has not been agreed to by the City of Yarra. The applicant is to update all plans that reference these roads as being vested in Council.
Referral to the Department of Transport (DoT)	A referral to DoT is required in relation to proposed changes along arterial roads (Alexandra Parade and George Street).
Staging of Works	The applicant must detail the order of commencement of the stages and provide defined commencement dates for each stage. It must also be identified where a particular stage shall not commence until a particular condition or requirement has been met, such as the provision of reticulated water, the construction of a road or public transport links, to name a few. Staging for civil and service infrastructure must be provided prior to commencement. Key civil and services must be constructed prior to occupation. A Construction Management Plan (CMP) is required for this site. The applicant should identify if they wish to construct the site in a stage process, as this may need to be factored into development plans and approval conditions, to allow staged approval of CMPs.
Paths within Title Boundaries/over Basement Structures	If a road is to be vested in Council, no adjacent paths (required to provide basic functionality and use) should be located within private title or above any sub-surface basements / structures. For example, pedestrians should not be steered/shepherded to walk within private land while walking along a road. The road reserve should be made sufficient to provide a dedicated pedestrian path of acceptable width. No basements are to be constructed below any land vested with Council.
Interface of Private and Public Land	If it is proposed that a private pedestrian or vehicle path adjoins the road reserve, the following must be considered: 1. Delineation of maintenance responsibilities within the shared space (not only a visual separator); 2. How the private/public interface can be structurally separated for future reinstatement/replacement, and the management of this process; 3. If the public area is required / designed for vehicle loading, the potential impacts of the load on the basement structure and how this is managed. 4. Management of overland flows of rainfall run-off: responsibilities for the capture and liability for any damage caused (i.e. consideration of public road reserve runoff entering private property and vice versa).

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Item	Details
	5. Public lighting responsibilities - separate areas to be managed independently (i.e. Private areas should not rely solely on spill from public lighting). 6. Streetscape related – controlling the impact of vegetation on subsurface structures (basement – capping beam and wall). 7. Prevent assets from straddling private-public land, so there is a clear delineation of maintenance responsibilities. For example – the avoidance of a title boundary running through the middle of a raised garden bed. Delineation of public / private areas with the use of visually different materials or similarly distinguishable flush treatment.
Wind Mitigation	No wind mitigation should be constructed on or above any land vested with Council.

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SUMMARY OF ITEMS / INFIORMATION TO BE PROVIDED BY THE APPLICANT

Item	Details
Architectural Drawings	A full set of architectural drawings is required.
Road Safety Audit	A Road Safety Audit is to the conducted of the development entrance by an independent Accredited Road Safety Auditor.
Detailed Engineering Drawings – Civil Design of Roads	Detailed civil designs, with levels and dimensions, for adjacent public and private land to include: ▪ George Street ▪ Alexandra Parade ▪ New internal road network / paths / loading areas.
Feature and Level Survey	A feature and level survey of existing conditions is to be provided for the entire site.
Ownership of Internal Roads	The applicant is to confirm the ownership of the new internal roads within the site.
Public Lighting Plans	Existing, temporary and future proposed lighting plans must be provided by the applicant.
Drainage Design and Legal Point of Discharge	A catchment analysis and detailed drainage design is to be submitted, including Legal Points of Discharge.
Staging of Works	The staging of works is to be detailed and documented for the entire site, together with a Construction Management Plan.

As further information is required to be submitted by the applicant, we cannot complete a full engineering review of the proposal. A permit should not be granted until all information has been submitted, reviewed and assessed by Council.

GENERAL ENGINEERING CONDITIONS

Civil Works

Upon the completion of all building works and connections for underground utility services,

- The kerb and channel along the property's George Street and Alexandra Parade road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpaths along the property's George Street and Alexandra Parade road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drain outlets from the site into the road reserve must be removed and reinstated with infrastructure to Council's satisfaction at the Permit Holder's cost.

- All redundant vehicle crossings must be demolished and reinstated with paving, nature strip and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The developer must prepare and submit detailed engineering design drawings of all road infrastructure works associated with this development to Council for assessment and approval.

Vehicle Crossings

- At the design phase of the development (before construction), the finished floor levels of the slab or accessway must be first designed/determined, by taking into account the relative adjacent road and footpath infrastructure levels, in order to provide satisfactory vertical access (i.e. - vehicle ground clearance) into and out of the site via the frontage road.
- Before the development commences, or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Engineering department for approval, and:
  - Demonstrate satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle; and
  - Be fully dimensioned with actual reduced levels (to three decimal places) and comply with design requirements set out in Yarra City Council's Vehicle Crossing Information Sheet.
- Prior to the occupation of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing(s) must be constructed:
  - In accordance with any requirements or conditions imposed by Council;
  - At the permit holder's cost; and
  - To the satisfaction of the Responsible Authority.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

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ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Assessment
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

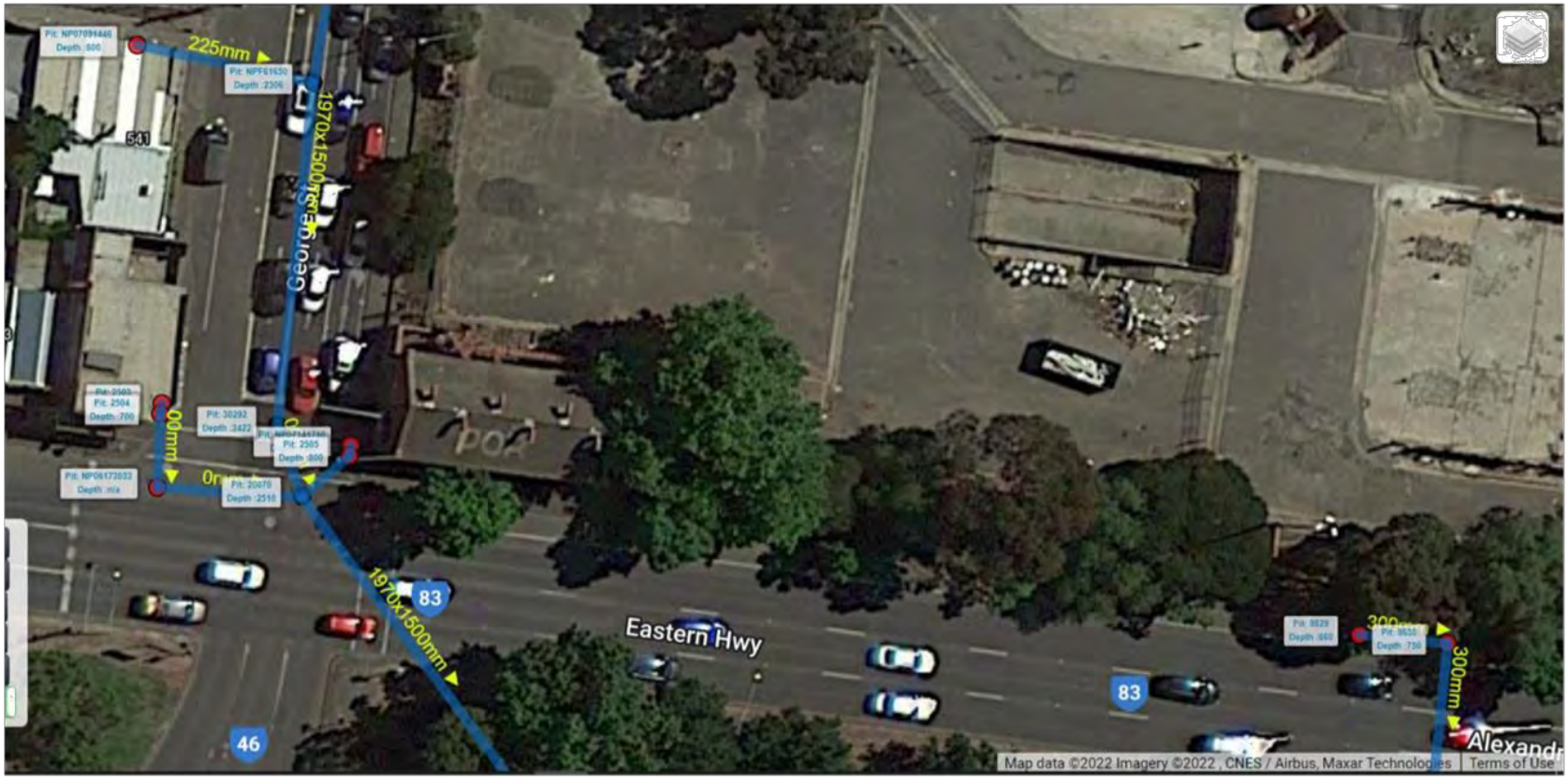
Engineer: Mark Pisani

Signature: 

Date: 20 September 2022

Development Engineering Formal Referral Response

DRAINAGE MAP – INTERSECTION OF GEORGE STREET AND ALEXANDRA PARADE



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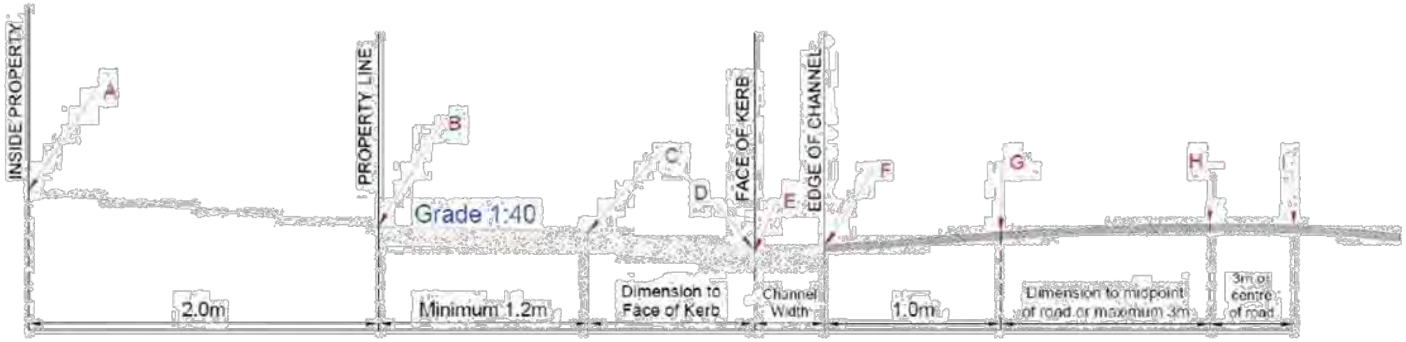
VEHICLE CROSSING INFORMATION SHEET

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property	E. Surface level at the bottom of the kerb
B. Property line surface level	F. Surface level at the edge of channel
C. Surface level at change in grade (if applicable)	G. Road level 1.0 meter from the edge of channel
D. Bullnose (max height 60mm) – must be clearly labelled	H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



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13 October 2022

640.10090.07670 111 Queens Pde Clifton Hill 20221013.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: John Theodosakis

Dear John

111 Queens Parade, Clifton Hill - Fitzroy Gasworks Site Parcel A
Development Application Acoustic Review
PPE 220190

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the mixed use development proposed for 111 Queens Parade, Clifton Hill - Fitzroy Gasworks Site Parcel A.

Details of the report are as follows.

- Title: 2-8 Brighton Street, Richmond: Acoustic Town Planning report
- Reference: 301150740
- Date: 25 May 2022
- Prepared for: Arm Architecture
- Prepared by: Stantec Pty Ltd

The report has been prepared to address noise impacts to and from the subject development.

1 Background Information

(Sections 2 of the acoustic report)

- The project comprises two buildings up to 10 levels high consisting of:
  - Two levels of common basement carparking and services
  - Ground floor gymnasium, cafés, co-working spaces, shared facilities and services
  - Apartments on Levels 1 to 9
  - Outdoor terrace, dining room and mechanical plant on Level 9
  - Roof terrace on Level 10 (north building only)
  - Roof plant deck
  - The project will include a publicly accessible open space / throughway at ground level, located between the two buildings.

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

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- Potential noise impacts to the subject development are identified as:
  - Road traffic noise from surrounding roads, including Alexandra Parade
  - Trams on Smith Street
  - Mechanical plant on the roof of Warun Secondary School
  - Noise from sports activities from the 4 storey sports building and roof sports court proposed for Warun Secondary School. (Stantec assume that the roof court will not be used at night.)
- Nearby noise sensitive receivers are identified in Figure 2 as:
  - Future residences on the subject site, immediately east of Parcel A
  - Wurun Secondary College on the subject site, immediately north of Parcel A
- Potential noise impact from the development are identified as:
  - Project mechanical plant
  - Use of the carpark entry door
  - Loading dock activity

The drawings referenced in the report are the Town Planning Drawings dated 20 May 2022.

SLR Comments: *The development, the site context and noise impacts to and from the site have generally been identified.*

The Town Planning drawing submitted with the application are dated 12 July 2022, and were issued more recently than the drawings referred to in the report. However, from our comparison of the plans shown in figures 3 to 12 of the acoustic report, with the submitted drawings, there are no obvious differences with potential to affect acoustics on the project.

We note that the secondary college sports building has been completed and appears to be six levels high, with a basketball court on what appears to be the roof / Level 7.

The proposed ground floor gym is not explicitly identified as a potential source of nuisance noise and it is unclear whether this will be a commercial gym or under control of the Owners Corporation. The nature of the gym management has bearing on how we would expect noise from the facility to be managed.

2 Road Traffic Noise

2.1 Criteria

(Section 4.2.6 and Table 9 of the report)

Road traffic noise is proposed to be assessed to the Better Apartments Design Standards (i.e. Standard D16, Clause 58.04-3 of the Yarra Planning Scheme). The design levels are 40 dB $L_{Aeq,16hr}$ in living rooms during the day period, and up to 35 dB $L_{Aeq,8hr}$ in bedrooms at night.

Maximum noise events are proposed to be assessed to criteria of 55 dBA Lmax, indoors for 95% of intermittent noise events due to truck and tram passbys.

Noise to other spaces is proposed to be assessed to the relevant AS/NZS2107:2016 levels.

SLR Comment: *The proposed criteria are appropriate. We note that the BADS criteria are required to be met in unfurnished rooms (the report does not explicitly acknowledge this requirement).*

It is also recommended that the $L_{Aeq,1hr}$ levels do not exceed the upper end of the AS/NZS2107 design ranges, being 40 dB $L_{Aeq,1hr}$ in bedrooms between 10 pm and 7 am and 45 dB $L_{Aeq,1hr}$ in living rooms. However, based on our understanding of the area, it is unlikely that the $L_{Aeq,1hr}$ criteria will drive the design of the façade. On these grounds an explicit assessment to these criteria has not been requested.

The nominated Lmax criteria, which were drawn from the NSW Road Traffic Noise Policy, are proposed to be applied to indoors, with windows closed. The level of 55 dBA is high, and our recommendation would be that lower Lmax levels were targeted for truck passby noise. However, lower Lmax levels are likely to be achieved for this site if the nominated Leq criteria are met. On these grounds, an assessment of truck passby noise to lower criteria has not been requested.

2.2 Quantification of noise impacts

(Section 3.2 of the report)

Stantec have conducted long term noise logging proximate to Alexandra Parade for the period 11-21 March 2022. The logger location is shown in Figures 2 and 13 of the report. Graphical results for the data is provided in Appendix A. They observe that the noise logger received partial screening from the barrier at the south boundary of the site and have determined a 5 dB correction value via calculation. The correction has been added to the measured noise levels.

Data affected by extraneous / non-traffic sources, or unsuitable weather, has been omitted from the analyses.

The measured average levels (after correction and editing) were 68 dB $L_{Aeq,16h}$ and 63 dB $L_{Aeq,8h}$.

The measured maximum levels (after correction and editing) were 83 dBA [SLR understands these levels are the 95 percentile / L05 levels, in line with the nominated criteria, rather than the actual maximum levels].

SLR Comment: *It would have been preferable to have elevated the logger microphone, or moved the logger closer to the barrier, to ensure an unimpeded line of sight to all lanes of traffic. This approach would have eliminated the need to calculate the level of noise reduction provided by the barrier from 6 lanes of traffic. The calculation requires accurate knowledge of the logger location relative the barrier and the road; the heights of both the barriers and logger, and the height of the noise source (which can be different for trucks, 4WD and cars). Further, even if those variables are accurately quantified, the result is the theoretical noise level, and not necessarily the same as the measured level would have been.*

Where inappropriate logging locations are unavoidable, we recommend conducting an attended concurrent measurement at a more representative location while the logger is deployed. This would have enabled the consultant to identify a correction factor for the logger data by measurement rather than calculation.

Attended measurements were conducted by Stantec, however they were all at locations closer to the road than the noise logger, and are not suitable for identifying adjustments to the logger data.

The identified 5 dB barrier reduction appears reasonable, and our indicative calculations using estimated values for the relevant variables are consistent with Stantec's. However, we also have logging data on our files for a comparable location approximately 350 m east of the site (355a Wellington Street) and the levels there were typically 3 dB higher. Based on the above, we accept the use of the data for their preliminary assessment, but strongly recommend that traffic levels are confirmed prior to the detailed design, to ensure that indoor noise levels meet the BADS criteria in unfurnished rooms.

2.3 Assessment

(Sections 3.4.1 of the acoustic report)

Road traffic noise has been modelled to the subject buildings using the CadnaA modelling program. The model includes all noise to the subject development however for those parts of the building oriented towards Alexandra Parade, the dominant source of noise can be assumed to be road traffic.

The predicted noise levels at the façades of each building are presented as ranges, with the highest predicted levels being to the south façade of building L, which overlooks Alexandra Parade. The levels at this façade range from 64 to 69 dBA during the daytime.

SLR Comments: *The report does not include much detail about the noise model, and it is not clear whether the predicted levels are free field or façade reflected. Provision of the noise model images or a façade noise map/s showing the subject site, noise source locations and predicted noise levels, would have been useful and assisted in understanding the noise model setup.*

2.4 Façade upgrade treatments to address road traffic noise

(Section 5.4.1, 5.4.2 and Figures 15 to 24 of the report)

Glazing to areas of the living rooms most impacted by road traffic noise is proposed to have a rating of Rw=42 dB. Example glazing systems that meet this rating are provided in the report, and are given as 10.5 mm VLAM Hush / 16 mm airgap / 6 mm thick glass. The criteria are proposed to be met in bedrooms with an Rw = 39 dB system. Elements of the façade that are further from Alexandra Parade or receive some shielding, have less onerous requirements.

Stantec observe that the high performance ratings required may not be able to be met with suitably lightweight sliding doors and that a two door system to balconies may be preferable in some areas.

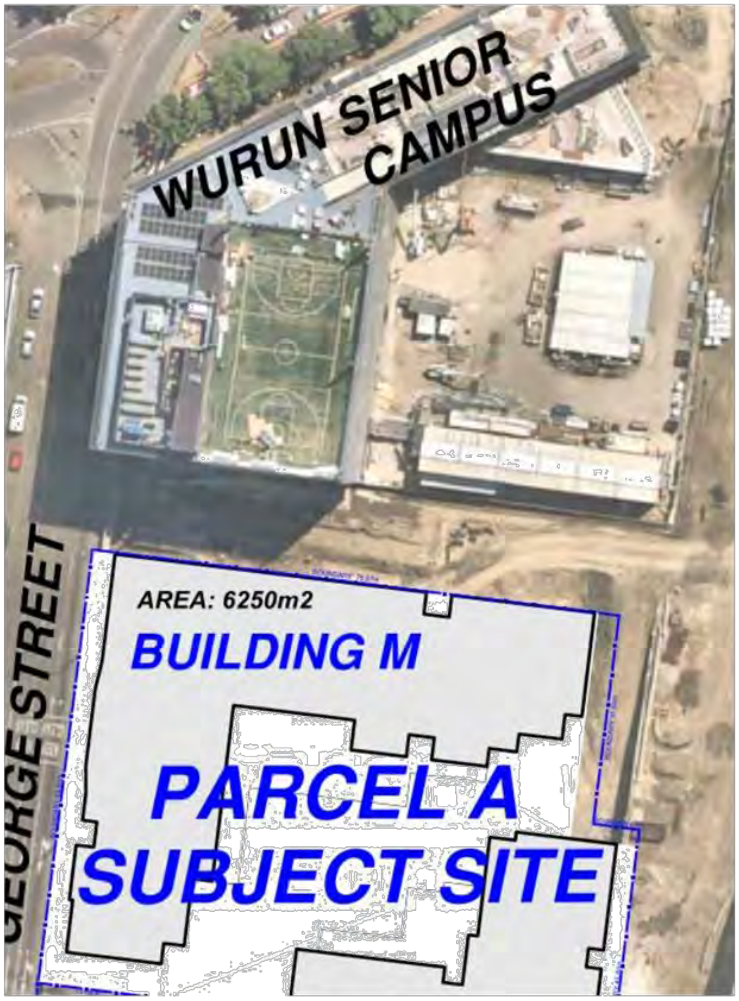
Non-glazed elements of the façade are state to typically require a rating of Rw+Ctr not less than 48 dB. An example construction is provided in the report.

SLR Comment: *The proposed glazing appears adequate for addressing the measured and predicted levels of road traffic noise.*

3 High school noise

The north subject building will overlook the roof of the high school which has both mechanical plant and a basketball court on it, and there is potential for noise impacts from the use. The layout is shown in the aerial image below. From our understanding, the north façade of Building M is approximately 15 m from the nearest point of the school.

Figure 1 Aerial showing subject building and secondary college



3.1 Mechanical plant noise

3.1.1 Noise limits

(Sections 4.1.1 of the report)

Noise from centralised and commercial mechanical plant is proposed to be assessed to limits determined in accordance with Part I of the Noise Protocol. The relevant zoning levels have been determined or the northern boundary of the subject development, as shown in the zoning map included in Figure 14 of the report. The zoning levels are provided in Table 5 and are equal to 57 dBA (day), 50 dBA (evening) and 45 dBA (night).

The background noise levels used to determine noise limits were obtained from the noise logger deployed at the south boundary of the site, and were 53 dBA, (day), 51 dBA (evening) and 49 dBA (night).

The calculated noise limits are 60 dBA (day), 54 dBA (evening) and 52 dBA (night). The day and evening limits are observed to be based on 'neutral' background noise levels, and the night limits are based on 'high' background levels.

SLR Comments: *There are several issues with the identified limits that should be addressed.*

- *The zoning levels are lower than our indicative calculations suggest they should be. We note that land zoned CZ2 and TRZ2 is 'Type 3' for the purposes of calculating zoning levels.*
- *The background noise data obtained at the logging location, which is in close proximity to Alexandra Parade, is not suitable for determining noise limits for dwellings at the northern boundary of the subject site, which will not have any exposure to Alexandra Parade.*
- *The noise limits appear to have been calculated from background noise levels classified as 'high' for the evening period as well as for the night period. It is unclear how the day limit has been calculated (the presented level is not consistent with either method).*

We occasionally accept the use of zoning levels as noise limits for the purpose of planning noise assessments, however we have reservations about doing so in this instance because the correct zoning levels are likely to be quite high, and noise limits will potentially be determined from 'low' background noise levels.

Ideally appropriate background noise monitoring should be undertaken. However, there may limited value in re-measuring noise at the north boundary of the subject site at the moment, given that measurements will be taken at ground level and the sensitive receivers of most concern (i.e. those overlooking the school roof plant) will be elevated and potentially exposed to more (or at least different) ambient noise. There is also potential for construction noise at the subject site.

Instead, we suggest that the correct zoning levels are calculated and the zoning levels less 3 dB are used as the noise limits until such time as appropriate background measurements can be undertaken. This approach would require the current report to be updated to correct the mistakes in the calculated limits, and to reflect the lower design criteria recommended (which are approximately equal to the noise limits identified in the report).

3.1.2 Assessment

(Section 3.4.1 of the report)

Stantec were unable to measure roof mounted plant at the high school. They assume a sound power level of 96 dBA for equipment located towards the south end of the roof (consistent with a dust extractor), and have modelled this source to the residential building façade. Stantec also observe that the school equipment is unlikely to operate outside business hours. Noise levels up to 60 dBA are predicted to the north façade of the building (SLR assumes the highest levels apply to apartments overlooking the school roof, however this is not stated in the report).

Glazing to the overlooking apartments is proposed to have an acoustic rating of not less than Rw 33 dB. A construction is nominated, being: 10 mm glass / 12 mm airgap / 4 mm glass.

SLR Comments: *The school should be approached and an inspection undertaken to confirm the type and extent of plant and equipment on the roof, the noise emissions levels, and the actual operating hours. There would seem to be potential for some equipment to operate during the evening period, so this should also be confirmed.*

The predicted noise level of 60 dBA may exceed the Noise Protocol daytime limit, and would exceed the evening and night limits if the equipment operates at these times.

Given that the residential development is the agent of change, indoor design levels in accordance with the City of Yarra 'Guidelines, managing noise impacts in urban development' (City of Yarra Noise Guidelines) should be adopted if the external noise limits are exceeded.

As a first preference, noise from the equipment should be controlled at the source to ensure conventional external compliance with the Noise Protocol at the building façade. Where it is demonstrated that external compliance cannot be achieved, the following internal targets for commercial / industrial noise (windows closed) are to be met:

- *SEPP N-1 / Noise Protocol indoor limits, being the outdoor limits less 15 dB, and*
- *Not more than 30 dBA Leq in bedrooms and 35 dBA Leq in living rooms (30 min.).*
- *Not more than 45 dBA Lmax in bedrooms and 50 dBA Lmax in living rooms.*

In addition to the above, commercial plant and equipment noise levels should not exceed the following levels externally:

- *Not more than 10 dBA above any Noise Protocol period noise limits, outside any openable windows or doors, AND*
- *For balconies and other private open spaces:*
  - *Not more than 65 dBA during the day*
  - *Not more than 55 dBA during the evening and night*

The above limits are more onerous than the BADS criteria used in the report so may have implications for the façade design.

3.2 Basketball court noise

(Section 3.4.1 of the report)

Noise from whistles used on the school roof sports court during basketball games has been considered in the assessment. Data obtained from previous measurements undertaken by Stantec has been used in the noise model to predict noise to the façade, and advice for façade upgrade glazing to comply with the identified L_{max} criterion of 55 dBA has been provided. (i.e. Rw 33 dB glazing comprising 10 mm glass / 12 mm airgap / 4 mm glass).

SLR Comments: *We agree that noise from whistles is the most probable source of nuisance to the overlooking apartments but are also of the opinion that voice noise, amplified speech (if it occurs) and noise from basketballs bouncing off the backing board and floor should also be considered in the assessment of impacts. Given that the basketball court is operational, it would be possible to quantify these impacts via measurements undertaken on the school roof, at an equivalent distance from the basketball court to that of the proposed apartments (e.g. to the north of the court).*

The noise data assumed for whistles, and the location/s on the court assumed in the noise model, should also be documented in the report for transparency. Our own data suggest sound power levels of up to 140 dBA for sports whistles, which could result in levels over 100 dBA at apartment façades.

Regarding criteria, we recommend targeting levels no greater than 50 dBA Lmax, and lower if practicable, even though this noise is unlikely to occur at night. The nominated L_{max} design criteria of 55 dBA is not a suitable for these sources of noise (whistles, voice, and basketballs hitting the backing board) because they are all potentially highly intrusive sources and likely to cause nuisance irrespective of when they occur.

Appropriate Leq targets for noise from the school sports court and outdoor areas are provided in Section 6.2.4 of the City of Yarra Noise Guidelines (Guideline levels for patron noise to new residential developments). These are 35 Leq, dBA during the day and evening periods. The guidelines levels for voice and other highly characteristic sources are lower than the guideline levels for road traffic noise because these sources typically cause greater nuisance.

3.3 Noise from the subject development

3.3.1 Mechanical plant and equipment

(Sections 4.1.1 of the report)

Mechanical plant and equipment is proposed to be assessed to noise limits determined in accordance with the Noise Protocol.

The potential sources of noise intrusion are identified as: carpark exhaust fans; stair pressurisation fans; cooling towers; heat pumps and the ground floor substation.

Stantec state that an acoustic review should be conducted of all items of mechanical plant and equipment during the detailed design phase. They observe that noise from the equipment should be able to be managed through standard noise control treatments.

SLR Comments: *Our comments regarding the identified Noise Protocol limits also apply to noise from the subject development. The limits presented in the report have not been accepted and it would be prudent to design to meet lower noise levels until such time as the noise limits have been confirmed via further background noise measurements.*

The proposal to assess noise from plant and equipment during the detailed design phase is reasonable.

3.3.2 Carpark entry gate

(Section 5.2 of the report)

A specification is provided for the carpark entry gate (55 L_{max} dBA @ 3 m) and advice is provided for vibration isolating the door from the building structure.

SLR Comments: *The provided advice is reasonable and sufficient.*

3.3.3 Loading bay noise

(Section 5.3 of the report)

Noise from the loading bay is proposed to be controlled through adherence to the EPA guidelines for delivery times.

SLR Comment: *The proposed approach is reasonable given that there is not a large commercial component to the application (i.e. no large retail / supermarket tenancies).*

3.3.4 Roof terrace

(Section 5.4.3 of the report)

Consideration is provided in the report for noise to the roof terrace, from road traffic and mechanical plant.

SLR Comments: *The issue of noise to the roof terrace has been addressed. We would also like to confirm that advice has been provided for control of impact noise from the terrace to the apartments below, as this item is not clearly addressed by the National Construction Code.*

4 Other matters

The following matters with potential to result in negative acoustic outcomes, have not been considered in the report.

4.1 Ground floor gym

A gym is shown on the ground floor, adjacent and below apartments. It is unclear whether the facility will be open to the public and operated commercially, or run by the Owner's Corporation. If operated commercially, noise from the gym should be designed to comply with the guideline levels presented in the 'Association of Australasian Acoustical Consultants Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities'. The guideline includes the requirement for impact generated noise to apartments to not exceed:

- Day: L_{AFmax}(31.5 Hz to 250 Hz) ≤ 35 dBA
- Evening: L_{AFmax}(31.5 Hz to 250 Hz) ≤ 30 dBA
- Night: L_{AFmax}(31.5 Hz to 250 Hz) ≤ 25 dBA

For gyms managed by the Owners Corporation, practical measures should be put in place to minimise impacts, and operational controls implemented as required to address residual impacts. The operational controls may include restrictions to the times of operation of the gym, and/or to the types of activities undertaken within it. It is considered reasonable for these controls to be implemented by the Owners Corporation on a needs basis.

4.2 Ground floor food and beverage tenancies

The project includes several medium sized food and beverage facilities at ground level. It is recommended that if the facilities are proposed to operate during the night period, or to play music externally during the evening or night periods, they should be required to submit an acoustic report addressing noise impacts.

5 Summary

A review of the acoustic report for the mixed use development proposed for Parcel A of 111 Queens Parade is provided above. A summary of our findings and recommendations are provided below.

Road traffic noise

- Confirmation to be provided that the design criteria are proposed to be met in unfurnished rooms, in accordance with the BADS requirements.

- The noise logging data is potentially affected by localised shielding and, while measures have been undertaken by Stantec to quantify and compensate for the shielding, the road traffic noise levels are lower than we have observed for a comparable site and there is a risk that impacts have not been accurately quantified. We suggest that Stantec remeasure noise levels at an unshielded location to ensure that the noise criteria will be met.
- Further information is requested regarding the noise model prepared to predict road traffic noise to the subject site. For this complex site, it recommended that façade noise maps be included in the acoustic report. It should also be clarified as to whether the presented noise levels are free field or façade reflected.

Noise Protocol Part I limits

Appropriate background noise monitoring has not been undertaken for determining the Noise Protocol limits, and the identified zoning levels do not appear to be correct. Ideally background noise should be remeasured and the correct limits determined. If appropriate monitoring is not practicable we suggest that the correct zoning levels are calculated and the zoning levels less 3 dB are used as the interim noise limits. This approach would require the current report to be updated to correct the mistakes in the calculated limits, and to reflect the lower design criteria adopted (which are approximately equal to the noise limits identified in the report).

Noise from the high school mechanical plant

It is recommended that noise from mechanical plant at the high school be quantified by measurement or verification of equipment noise levels by inspection and/or review of the design (given its recent construction this information should be available and accurate).

Confirmation should also be provided by the school regarding operation times of the equipment.

If the equipment exceeds the relevant Noise Protocol limits, and noise control cannot be practically implemented at the source (in consultation with the school), advice should be provided in the report for achieving the levels provided in the *City of Yarra Noise Guidelines (as reproduced in **Section 3.1.2** of this review).*

Noise from the high school roof sports court

It is recommended that noise from the basketball court is quantified more accurately, preferably via measurement, and is assessed to indoor criteria in accordance with the city of Yarra Noise Guidelines for new residential developments near existing outdoor patron areas (35 dBA Leq during the day/evening period). An Lmax criterion of no greater than 50 dBA should also be adopted for whistle noise.

Ground floor gym

An assessment of noise from the ground floor gym should be provided in the report. If operated commercially, noise from the gym should comply with the guideline levels presented in the 'Association of Australasian Acoustical Consultants Guideline for Acoustic Assessment of Gymnasiums and Exercise Facilities'. The guideline includes the requirement for impact generated noise to apartment to not exceed:

- Day: L_{AFmax}(31.5 Hz to 250 Hz) ≤ 35 dBA
- Evening: L_{AFmax}(31.5 Hz to 250 Hz) ≤ 30 dBA
- Night: L_{AFmax}(31.5 Hz to 250 Hz) ≤ 25 dBA

Attachment 6 - Attachment 6 - PPE22/0190 - 111 Queens Parade Fitzroy North - Former Fitzroy Gasworks - Collated referral advice

For gyms operated by the Owners Corporation, practical measures should be put in place to minimise impacts, and operational controls implemented as required to address residual impacts.

Food and beverage tenancies

An acoustic report addressing impacts from these tenancies should be prepared if the tenancies are proposing to operate during the night period, or to play music externally during the evening or night periods.

Roof Terrace

The report should provide guidance for managing impact noise from the roof terraces to the apartments below.

Regards,



Dianne Williams
Principal – Acoustics

Checked/
Authorised by: JA

8.8 Climate Emergency Plan mid-term review

Executive Summary

Purpose

To provide Council with a mid-plan update on the implementation of Council's Climate Emergency Plan 2020-2024.

Key Issues

Council adopted its first Climate Emergency Plan in June 2020 and since that time very strong progress has been made to implement the plan.

112 out of 119 actions are either completed, ongoing, or underway and on track to be completed in the life of the plan. A further 5 actions are in progress but require significant funding for full implementation, and there are 2 actions which were not due to start.

A mid-plan progress report– '*Acting on our Climate Emergency Plan – summary progress report 2020-22 FINAL'* has been developed (Attachment A).

This report includes how we are tracking on the actions in the plan and our targets, summarises key achievements over the last 2 years, provides the areas of focus for the next 2 years, and highlights the next steps and guiding principles for the development of the next Climate Emergency Plan.

Financial Implications

There are no know financial implications of this progress update.

PROPOSAL

That Council:

(a) notes the strong progress that has been made towards implementing actions in the Climate Emergency Plan.

8.8 Climate Emergency Plan mid-term review

Reference	D22/235445
Author	Michael Oke - Unit Manager Sustainability
Authoriser	Director Planning and Place Making

Purpose

1. To provide Council with a mid-plan update on implementation of Council's Climate Emergency Plan 2020-2024.

Critical analysis

History and background

2. In June 2020, Council adopted its first Climate Emergency Plan, acknowledging the increasing urgency and scale of the climate emergency.
3. The Climate Emergency Plan includes objectives and targets, as well as a range of actions to meet strategic priorities:
   (a) Mobilise and enable our community to respond to the climate emergency;
   (b) Accelerate renewable energy, zero carbon buildings and efficient operations;
   (c) Create a climate adapted city;
   (d) Transition to zero emissions transport; and
   (e) Move towards zero waste and conscious consumption.
4. The plan contains 119 actions, including 20 headline actions.

Discussion

5. The Climate Emergency Plan is now mid-way through its four-year term. As per the commitments in the plan, Council Officers have reviewed the progress of the actions and targets in the plan.
6. A mid-plan progress report - 'Acting on our Climate Emergency Plan - the story so far 2020-2022' has been developed (Attachment 1). This report includes:
   (a) A summary of progress made against the targets in the plan;
   (b) A summary of how we are tracking against the actions in the plan;
   (c) A summary of key achievements over the last 2 years;
   (d) A review and summary of the key areas of focus for the final 2 years of the plan; and
   (e) A summary of the key guiding principles we will use as we start the process of developing the next Climate Emergency Plan.
7. The mid-plan review shows that very strong progress has been made in implementing the Climate Emergency Plan in its first two years.
8. All targets have been reviewed and show strong progress being made.
9. 112 out of the 119 actions (94%) are either completed, ongoing, or underway and on track to be completed in the life of the plan.
10. There are 5 actions that are '*In progress but require significant funding for full implementation':*
    (a) Action 2.7.2: Upgrading all main road lights shared with the Department of Transport;

(b) Action 2.7.3 Reviewing residential streetlights to upgrade from T5 to LED when appropriate;

(c) Action 4.2.7: Working towards developing high-profile climate adapted street improvement;

(d) Action 5.2: Roll out a new four-bin glass, food and organic waste kerbside collection service, along with recycling education; and

(e) Action 5.3: Facilitate the development of local recycling processing solutions.

11. There are 2 actions that are not due to start:

(a) Action 4.3: Develop a Parking Management Plan; and

(b) Action 4.4.2: Collaborate with car-sharing businesses to accelerate the transition to electric vehicles.

12. A detailed summary of the key achievements and actions implemented over the first two years has been provided in Attachment 1. This summary of key achievements paints a positive story of progress made in implementing the plan.

13. The following provides a **snapshot of key highlights since the adoption of the plan**. Refer to Attachment 1 for further details on these and other key achievements.

(a) A Yarra-led process working towards zero carbon developments has documented changes to the Planning Scheme. These are to be jointly adopted by more than 20 Victorian councils, with the amendment having been lodged with the Minister for Planning;

(b) Council supported the installation of Australia's first inner-urban community battery in North Fitzroy. Developed by the Yarra Energy Foundation, this sector leading battery has become an exemplar for others to follow;

(c) More than 40 online and face-to-face events engaging 3500+ people to take climate action have been delivered and many of these are available online for ongoing engagement. Evaluation shows education and engagement activities are leading to action;

(d) Specific community engagement has been delivered to support a '100% Renewable Yarra' to assist residents and businesses to switch to 100% renewable electricity, install solar, create an all-electric home and use less energy;

(e) Council's Climate Action Grants were greatly expanded with over $100,000 awarded in 2022 to support 20 community led climate action projects;

(f) Rapid progress has occurred in transitioning all Yarra Council buildings away from gas to electric, powered by renewables. Twenty-five Council buildings have transitioned now, with the remaining small facilities scheduled for 2022/23. Detailed planning for transition of the eight large Council-operated sites, including town halls and leisure centres, has occurred;

(g) Council continued to reduce its own greenhouse gas emissions and has reached the milestone of being certified carbon neutral organization for over a decade;

(h) Council delivered a new Organisational Roadmap to Zero Emissions to guide the organisation towards zero gross emissions by 2030 and commissioned the Roadmap to Zero Emissions Advisory Report developed by Ironbark Sustainability which will guide us in driving significant carbon emission reductions towards zero-net emissions across the entire Yarra community by 2030;

(i) Developed strong targeted support for large and small businesses, including the establishment of a Business Renewables Buying Group to support transition to 100% renewable electricity;

(j) Over 2000 additional trees have been planted including the planting of 50 priority streets across the city, guided by Council's Priority Planting Plans;

(k) There has been a significant increase in water harvesting for park irrigation via a major expansion of the Edinburgh Gardens stormwater harvesting scheme, and initiation of a new significant project in Curtain Square;

(l) A permeable pavement and media filter trial has been installed at Ramsden Oval, to filter pollutants out of stormwater, increase soil moisture and improve the overall quality of water entering our waterways;

(m) Council has facilitated new community-use electric vehicle (EV) charge points, with new installations at 6 sites (12 charge points) expected by early 2023;

(n) Council has delivered a glass recycling collection service across the municipality; and

(o) Council has advocated strongly to state and federal governments and formed partnerships with other organisations and groups to amplify advocacy efforts.

14. In the Climate Emergency Plan, Council committed to taking an adaptive approach to implementation. The following provides a brief summary of the **key areas of focus for implementation over the coming two years**, based upon achievements and learnings to date, the needs and vulnerabilities of our community, market changes, and includes links to the *Advisory Report: Roadmap to Zero Emissions in Yarra*, and how its recommendations are being actioned. A full review is provided in Attachment 1.

(a) Deliver more targeted and specific climate action programs to sectors which have significant influence in or are a significant part of our community including the arts sector, sports clubs, and people from culturally and linguistically diverse backgrounds. These programs will focus on building networks of climate action and empowering groups/sectors to lead/influence climate action within their sectors and broader community;

(b) Increased and further targeted support for households and businesses to switch to renewable energy, reduce carbon emissions and improve energy efficiency;

(c) Increased and further targeted support for vulnerable and low-income households to improve energy efficiency and thermal comfort and reduce energy consumption and costs;

(d) Continue to build active engagement via the Take Climate Action online hub - a web-based portal with news, events, campaigns and resources to support the community to take climate action;

(e) Build on a strong foundation to deliver specific projects and educate businesses of all sizes to take up renewable energy, such as through PPAs and large-scale solar installations, and improve sustainability (including working collaboratively with the Yarra Energy Foundation);

(f) Further develop capacity regarding potential community energy innovation opportunities and look for opportunities to participate in pilot projects and to further accelerate the roll out of community batteries (including working collaboratively with the Yarra Energy Foundation);

(g) Upgrade council streetlighting to LED, noting that this would require significant financial investment;

(h) Increase understanding of Council's climate risks (including flooding) and use this knowledge to improve the climate resilience of Council's assets, such as buildings, roads and drainage, as well as service delivery;

(i) Delivery of additional tree canopy, vegetation, green spaces and permeable surfaces, increasing canopy cover and providing protection from increased heat and extreme heat events (noting that these would require significant financial investment);

(j) Develop a Transport Action Plan identifying how the goals and targets in the newly adopted Transport Strategy will be achieved;

(k) Further delivery of additional safe cycling infrastructure and pedestrian areas, and trials of temporary sustainable transport infrastructure (noting that these would require significant financial investment);

(l) Support an accelerated transition to electric vehicles and electric micro-mobility options, including electric bicycles and scooters;

(m) Support the transition of Council fleet to zero emissions vehicles, including the charging infrastructure to electrical upgrades required, noting that these would require significant financial investment;

(n) Seek to act on the Victorian Governments' Circular Economy Bill and support the uptake of the Container Deposit Scheme commencing in 2023;

(o) Roll out of a municipal-wide, four-bin food and organic waste kerbside collection service, noting that this would require significant financial investment;

(p) Investigate, facilitate and support local recycling processing solutions, including glass processing facilities, noting that this may require significant financial investment; and

(q) Further advocate to state and federal governments for strong climate action.

15. We will soon begin work on the planning and development of the next Climate Emergency Plan, due for Council adoption in mid-2024. At this early stage, below are some brief but key guiding principles that Officers will use in commencing the development of the next plan. A full summary is provided in Attachment 1

(a) We will engage, collaborate with, and be guided by First Nations people in the design and development of the new plan;

(b) We will ensure that the voices of young people are heard in the design and development of the new plan;

(c) We will engage with key community stakeholders in the early stages in development of the next plan and seek to engender stronger community buy-in, shared ownership, and deeper community support for the process and subsequent plan;

(d) We will build the evidence base for key Yarra specific emissions reduction needs and opportunities and use this to inform the new Plan to ensure it is focused in the key areas and designed to have the greatest chance for success; and

(e) We will seek early engagement with colleagues across our organisation in the development of the new plan.

16. We will seek to ensure a smooth transition from this current plan to the next in mid-2024, as well as a continued acceleration of actions in response to the Climate Emergency.

Options

17. There are no options presented with regard to presentation of this progress report.

Community and stakeholder engagement

18. There has been no specific external consultation on this progress update, however the community continues to be engaged through the implementation of the Climate Emergency Plan.

19. Consultation has occurred with the various teams responsible for implementing actions to confirm progress to date.

Policy analysis

Alignment to Community Vision and Council Plan

20. The ongoing implementation of the Climate Emergency Plan and the actions listed in this review provides a pathway for implementation and achievement of many of the initiatives and indicators in the Council Plan listed under *Strategic Objective 3: 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.

Climate emergency and sustainability implications

21. Through implementing actions in the Climate Emergency Plan, Council is reducing its own carbon emissions, assisting the community to do the same, advocating to government and fostering resilience to climate related shocks and stresses.

22. This report highlights that mid-way through the implementation of the Climate Emergency Plan that strong progress has been made.

23. Implementation of actions in the Climate Emergency Plan also has multiple sustainability benefits including urban forest, urban agriculture, biodiversity, sustainable transport, integrated water management, and waste management and resource recover.

Community and social implications

24. The actions in the Climate Emergency Plan being implemented have considerable social benefits. These include enabling a community that is actively engaged to reduce carbon emissions, take climate action and improve resilience to climate impacts.

Economic development implications

25. The actions in the Climate Emergency Plan highlight that acting on the climate emergency can support economic development in Yarra. The implementation of the plan to date highlights strong progress being made in supporting large and small businesses in Yarra.

Human rights and gender equality implications

26. Through implementing the plan, Council is seeking to address the human rights implications of the climate crisis. Climate change impacts are not likely to be felt by everyone equitably; they are likely to be disproportionally felt by vulnerable people, such as those on low incomes or with pre-existing health conditions.

Operational analysis

Financial and resource impacts

27. There are no financial implications of this progress update.

28. However, Councillors should note that a number of actions require significant funding for full implementation and other actions will continue to require funding to progress. Any required funding requests will be made during future budget deliberations.

Legal Implications

29. The progress update on implementing the Climate Emergency Plan has no known legal implications.

Conclusion

30. Council adopted its first Climate Emergency Plan in June 2020, and since that time strong progress has been made to implement the plan.

31. 112 out of 119 actions are either completed or on track including actions which are ongoing or happen in a periodic way. A further 5 actions are in progress but require significant funding for full implementation, and there are 2 actions of actions which were not due to start.

32. A mid-plan progress report: *Acting on our Climate Emergency Plan – the story so far 2020-2022'* is provided as Attachment 1.

33. This report includes how we are tracking on the actions in the plan and our targets, summarises key achievements over the last 2 years, provides the areas of focus for the next 2 years, and highlights the next steps and guiding principles for the development of the next Climate Emergency Plan.

RECOMMENDATION

1. That Council:

   (a) notes the strong progress that has been made towards implementing actions in the Climate Emergency Plan.

Attachments

1⇩ Attachment 1 - Acting on our Climate Emergency Plan - Progress report 2020-22

Attachment 1 - Attachment 1 - Acting on our Climate Emergency Plan - Progress report 2020-22



Attachment 1 - Attachment 1 - Acting on our Climate Emergency Plan - Progress report 2020-22

Implementation of the Yarra Climate Emergency Plan

Mid-term report (June 2020 – June 2022)

In June 2020, Council adopted its first Climate Emergency Plan (CEP), acknowledging the increasing urgency and scale of the climate emergency. The plan set out Yarra's proposed actions for 2020-2024 towards meeting the following longer-term objectives:

- Achieve zero-net emissions across the entire Yarra community by 2030 and accelerate the removal of excess carbon emissions.
- Enable our community to take effective climate action — pushing for urgent change and changing the way we live and work.
- Ensure our community is safe, healthy and resilient — especially those most vulnerable to severe climate impacts.
- Create a city that continues to adapt to a changing climate and is ecologically healthy for all species.
- Collaborate and advocate with others in the climate emergency movement to increase our impact.

The CEP is now at mid-term, and as committed to in the CEP, this report represents a review of the actions in the plan after two years. This report provides:

- An overview of the progress so far and highlights key achievements across each of the five Strategic Priority areas.
- A summary of the areas of focus for implementation over the next two years, based on the above review of actions in the plan, lessons to date and other market changes, and informed by a recently completed Advisory Report - Roadmap to Zero emissions in Yarra.
- A summary of the proposed way forward for the development of the next Climate Emergency Plan for Council adoption in 2024.

1. Tracking the targets set in the CEP

TARGET	PROGRESS (June 2022)
By 2024, engage 10,000 people in Yarra to take action on the climate emergency.	We have had 9,580 engagements since the adoption of the CEP (not include social media data).: - 3,502 people attending events and programs - 3,386 engaging in our recorded events and web content - 2,692 Yarra Environment News subscribers
By 2024, double the percentage of dwellings in Yarra with solar energy systems from 9% in 2019.	There are now 12% of dwellings in Yarra with solar energy systems.
By 2024, achieve a 50% increase in the capacity of commercial solar	Commercial solar capacity has increased over 100%, from 4,541 kW to 9,113kW in June 2022.

Attachment 1 - Attachment 1 - Acting on our Climate Emergency Plan - Progress report 2020-22

installations across Yarra (from a baseline of 4,541kW in 2020).	
Before 2030, all Council buildings to be 'all-electric' — powered by 100% renewable energy with no use of gas.	Twenty-five Council buildings have now transitioned from gas to all-electric powered by renewables, with only five Council managed small sites remaining on gas. Detailed planning for transition of the eight large Council-operated sites, including town halls and leisure centres, has occurred.
By 2040, increase canopy cover for the whole municipality by 25% from a 17% baseline in 2014.	Yarra's tree canopy cover percentage is due to be measured in 2022/23.
By 2024, 15% of total water consumption by Council to come from alternative sources.	Over 10% of Councils total water consumption now comes from alternative sources.
Through an Integrated Water Management Plan, set additional targets for improved water quality.	Yarra's Integrated Water Management Plan was adopted in September 2020.
Through developing an Integrated Transport Plan set ambitious targets to increase the share of trips by active and public transport and decrease the share by car.	The Transport Strategy was adopted by Council in July 2022.
By 2025, all Council's vehicles to be powered by 100% renewable electricity/zero emissions, where practical options are available.	Approximately 15% of Councils vehicles are zero emissions vehicles. ** Note that COVID has significantly impacted local electric vehicle availability.*
Contribute towards the state government's targets to: **• Divert 80% waste from landfill by 2030, 72% reduction by 2025** **• Halve organic material by 2030, 20% reduction by 2025.**	Currently 32.83% of waste is diverted from landfill. ** A municipal-wide waste audit is underway to provide further data in relation or organic material going to/being diverted from landfill.*

3. Summary of progress of all actions since CEP adoption

Report period:	From CEP adoption in June 2020 to June 2022
All actions in Climate Emergency Plan (119 actions, including sub-points) Very strong progress continues to be made implementing the Climate Emergency Plan since it was adopted in June 2020:	
112 actions (approx. 94%)	**Completed** (one-off actions - no further action required) or **On track** (implementation may be ongoing)
5 actions (approx. 4%)	**In progress** but requires significant funding for full implementation - Action 2.7.2: Upgrading all main road lights shared with the Department of Transport. - Action 2.7.3 Reviewing residential streetlights to upgrade from T5 to LED when appropriate. - Action 4.2.7: Working towards developing high-profile climate adapted street improvement. - Action 5.2: Roll out a new four-bin glass, food and organic waste kerbside collection service, along with recycling education. - Action 5.3: Facilitate the development of local recycling processing solutions.
2 actions (approx. 2%)	**Not due to start** - Action 4.3: Develop a Parking Management Plan - Action 4.4.2: Collaborate with car-sharing businesses to accelerate the transition to electric vehicles

Summary of progress of the 20 'Headline Actions': June 2020 - June 2022

HEADLINE ACTIONS	STATUS	PROGRESS
1.1 - Deliver a new climate program to enable the community to act on the climate emergency	On track (implementation ongoing)	Developed Take Climate Action online hub which includes news, events, campaigns and resources. Delivered more than 40 community events & programs engaging 3500+ people to take climate action. Developing new climate action programs targeting arts, sports groups, and culturally and linguistically diverse communities in 2022/23.
1.2 - Upgrade the homes of vulnerable people to be more energy efficient and climate resilient	On track	The Healthy Homes project delivered 47 home energy efficiency assessments with more than half of the retrofits now complete.
1.3 - Commit substantial grant funds to stimulate	On track	Increased the funding pool for Climate Action Grants in 21/22 and 22/23 by over $100,000 per year. In 2022 this

community-driven climate action		funded more than to 20 projects, with many more funded via Council's Small Project Grants.
1.4 - Deliver a new 'Nature in the Neighbourhood' initiative to reconnect people with our natural environment	On track	Council is in development of a new program to be delivered in 2023.
2.2 - Support small businesses and residents to buy renewable energy through retail partnerships / independently reviewing retail options	On track (implementation ongoing)	Work to gauge electricity market interest and select electricity retail suppliers is in progress. Market research has been carried out in order to understand customer preferences, drivers and barriers. Discussions in relation to potential models, timing, resourcing, potential uptake etc. will continue into 2022/2023.
2.3 - Assist large energy users to switch to renewable energy via Power Purchase Agreements (PPA)	On track (implementation ongoing)	Established the Business Renewables Buying Group to develop procurement process for medium to large electricity consumers to enter into renewable energy Power Purchase Agreements (PPA). The first group is expected to enter into a group purchase in 2022/23.
2.6 - Transition Council's small sites away from using gas within two years and larger, complex facilities before 2030	On track (implementation ongoing)	Twenty-five Council buildings have transitioned from gas to all-electric powered by renewables since the adoption of this Plan. Most of the five remaining small sites using gas are scheduled to be transitioned off in 2022/23. Detailed planning for transition of the eight large Council-operated sites, including town halls and leisure centres, has occurred.
2.8a - Develop a zero carbon developments framework and work with developers to achieve and promote leading practice	On track (implementation ongoing)	A zero-carbon framework has been developed in conjunction with industry and government stakeholders. Yarra has developed a zero-carbon fact sheet and continues to work with developers and actively promote leading best practice via our website and events.
2.8b - Introduce zero carbon standards for new commercial and residential developments, working with local and state government partners to amend the planning scheme	On track (implementation ongoing)	A Yarra-led process has documented changes to the Planning Scheme to be jointly adopted by a group of more than 20 Victorian councils (supported by Council Alliance for a Sustainable Built Environment (CASBE)). This amendment has now been lodged with the Minister for Planning, and if approved new developments would be required to produce net zero carbon emissions; be powered by renewables and avoid the use of gas; support electric vehicle charging; protect and enhance greening and biodiversity; be more resilient to our changing climate future.

2.8d - Seek to waive planning application fees for solar installations and improve guidance to help facilitate installs in heritage areas	Completed	Planning application fees have been waived for applicants proposing to install solar panels on properties in a heritage overlay (where no other renovations / amendments are being made). New guidelines for solar installation in heritage areas have been developed
3.1 - accelerate street tree planting guided by Priority Planting Plans	On track (implementation ongoing)	Over 2000 additional trees have been planted including the planting of 50 priority streets across the city, guided by Council's Priority Planting Plans
3.5 - Expand stormwater harvesting at Edinburgh Gardens to reduce reliance on drinking water for irrigation and improve water quality	Completed	Stormwater harvesting at Edinburgh Gardens has been expanded via 1,000,000L underground storage tank, pipelines and pumping infrastructure to meet most of the park's irrigation needs & saving 20 million litres of drinking water per year. Council is looking to implement a similar project at Curtain Square from 2023.
3.2b - Develop options to implement trials or permanent works to enhance streetscapes through increasing tree plantings and permeable surfaces to mitigate heat, wind exposure and flood risk	On track (implementation ongoing)	More than 500 (of over 2000) trees have specifically been planted in over 50 Priority Streets as guided by the Urban Forest Strategy. The Ramsden Reserve stormwater harvesting trial will enable treatment and storage for irrigation, while reducing nutrients and excess flows to the Merri Creek
3.2c - Create additional pocket parks in high density areas through reclaiming road space	On track (implementation ongoing)	We have designed a new parks in Otter St (Collingwood), an expanded Cambridge St Reserve (Collingwood), an expand and upgrade to Stephenson Reserve and Gwynne Street (Cremorne Park), and created a new park in Reid St* (Fitzroy North) **Note not previously road space* These upgrades and expansions will result in improved walkability, increased future tree canopy cover and surface permeability.
4.2 - Use an 'iterative trial' approach to roll out transport projects quickly to inform permanent upgrades	On track (implementation ongoing)	Intersection upgrades occurred on Brunswick Street (Fitzroy), Gipps St (Collingwood), and Wellington St (Collingwood). 'Pop up' bike lanes were implemented along Elizabeth Street (Richmond), and Park St (Fitzroy North). Additionally, Council supported a new pop-up bike lane on Heidelberg Road, linked through Clifton Hill to Collingwood – led by the State Government.

4.4 - Support the installation of public-use electric vehicle charge points	On track (implementation ongoing)	Two fast public-use electric vehicle chargers have been installed at the Collingwood Library car park. Four more chargers will be installed in Council (off street) car parks in Fitzroy and Richmond in the in early 2023. Council is supporting installation of several more public use EV chargers Yarra by other providers in 2022/23.
4.5 - Replace all Council's diesel and petrol powered vehicles with electric vehicles, where practical options are available	On track (implementation ongoing)	Four electric trucks have replaced diesel trucks. Petrol cars have been replaced with hybrid cars at time of renewal, with no new petrol or diesel cars purchased in last 12 months. Purchasing of new diesel utes has been paused (electric ute options currently very limited). Four new Council fleet EV chargers have been installed.
5.1 - Phase out single use plastics across Council's operations and further engage the community to reduce plastics	On track (implementation ongoing)	An action plan to phase out single use plastics across Council sites and operations has been developed. Education and engagement in relation to the Victorian Single Use Plastic ban being introduced in 2023 (prohibiting the sale of single-use plastic items including plastic straws, cutlery, plates, drink-stirrers, polystyrene food and drink containers, and cotton bud sticks) will continue.
5.2 - Roll out a municipal-wide, four-bin food and organic waste kerbside collection service in 2020	In progress but requires significant funding for full implementation	The separate glass bin service has been successfully rolled out and is now operational. Research is currently being undertaken regarding the roll out of a FOGO service for Yarra.
5.3 - Facilitate the development of local recycling solutions and markets for recyclables, working with industry and council partners	In progress but requires significant funding for full implementation	A business case for the local processing of glass and organics is being developed.

4. Key achievements since the adoption of the Plan

The Climate Emergency Plan identified five strategic priorities to action in response to the climate emergency.

The following sections highlights key achievements across each of the five strategic priority areas:

1. Mobilise and enable our community to respond to the climate emergency.
2. Accelerate renewable energy, zero carbon buildings and efficient operations.
3. Create a climate adapted city.
4. Transition to zero emissions transport.
5. Move towards zero waste and conscious consumption.

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Key Achievements Strategic Priority 1: Mobilise and engage the community to respond to the climate emergency

1.Key achievements: mobilisation and engagement

- Launched the **Take Climate Action online hub** as a strategic portal with news, events, campaigns and resources to support the community to take climate action.
- Commenced the **Take Climate Action campaign**, including a 6-week targeted digital launch, engaging residents to:
  - Push for policy and systems-level change to address the climate crisis.
  - Make practical changes to cut personal and household carbon emissions.
  - Prepare for and be more resilient to climate change impacts.

The 6 week Take Climate Action digital campaign engaged our community via:



- Delivered 40+ targeted live and online **community events** engaging 3500+ people to take climate action. All online events have been recorded and have been used online to support hundreds more to build awareness to take action. Innovative and highly successful engagement sessions included:
  - Taking climate action through the food you choose (an online plant-based cook-along with Shannon Martinez).120 participants.
  - In Praise of Veg: talking plant-based meals with Alice Zaslavsky. 125 participants.
  - A Renewables-Led Recovery: Towards a zero-emissions future - a four-part series on the opportunity we have as a nation to recover from the pandemic and create a safe, healthy, zero-emissions future. 450+ participants.
  - All-electric homes: the why, how and when of getting off gas. 200+ participants.
- Increased subscribers to Yarra Environment News by 1143 to 2,692 people.
- Ongoing evaluation shows education and **engagement activities are leading to action** (70% of surveyed participants reporting they are **now** taking more action to reduce emissions, 47% are pushing for changes in climate and energy policies, and 40% are sharing what they learnt with others).

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Community Skills for Climate Action Program participants coming together to take climate action

1.Key achievements (mobilisation and engagement) continued:

- Developed and delivered **Community Skills for Climate Action program** (in partnership with Moreland and Darebin Councils). The 10-session, 75-participant program resulted in 22 local climate action projects and a growing network of people working together to create change.
- Provided targeted support and initiatives to **schools, early years, and young people** to take climate action.
- Delivered a greatly expanded **Climate-Action Grants** in 2022, with over $100,000 awarded to support 20 community led climate action projects. Many additional projects were supported via ongoing small project grants.
- **Supported the most vulnerable in our community to prepare and cope with climate related impacts**
    - Partnered with Jesuit Social Services to deliver **Building Climate Resilience in the Community Sector** workshops engaging 25 community sector organisations around climate change vulnerabilities and building community resilience.
    - Partnered with Red Cross to deliver **Rediplan Emergency Preparedness** training for community organisations, with a focus on climate change related emergencies.
    - Delivered a **Heat Health Engagement** project with communications materials and resources for community organisations to engage vulnerable communities, including culturally and linguistically diverse (CALD) communities.

Key Achievements Strategic Priority 2: Accelerate renewable energy, zero carbon buildings and efficient Operations

2.Key achievements: accelerating community renewables and emissions reduction:

- Strong progress has been made towards requiring **zero carbon developments** in Yarra. A Yarra-led process has documented changes to the Planning Scheme to be jointly adopted by a group of more than 20 Victorian councils (supported by Council Alliance for a Sustainable Built Environment (CASBE)). This amendment has now been lodged with the Minister for Planning, and if approved new developments would be required to:
    - Produce net zero carbon emissions.
    - Be powered by renewables and avoid the use of gas.
    - Support electric vehicle charging.
    - Protect and enhance greening and biodiversity.
    - Be more resilient to our changing climate future.
- Supported the installation of the **first urban community battery** in Australia. Delivered by the Yarra Energy Foundation this sector leading battery in Fitzroy North was launched in June 2022 and has become an exemplar for others to follow.
- Established and led the **Business Renewables Buying Group** with partner councils to develop a scalable and replicable procurement process for medium to large electricity consumers to enter into renewable energy Power Purchase Agreements (PPA). Council will support this business group towards an aimed renewable energy purchase in 2022-23.
- Developed and delivered **100% Renewable Yarra** campaign, including strong focus on **All-Electric Homes** through:
    - Online engagement, including 'Let's Electrify Yarra' webinar series; videos case studies, and online tools to help residents choose a green electricity plan.
    - Targeted engagement for concession card holding home-owners and renters.
    - Offering personalised energy advice and access to quality, affordable solar energy systems and efficient electric equipment (e.g., heating/cooling and hot water systems), in partnership with the Metro Community Power Hub.
    - Running events in partnership with Sustainable House Day and Sustainable Living Festival to increase reach and impact.
- Developed and delivered the **Healthy Homes project** through Aged and Disability Services, supported by Yarra Energy Foundation. Forty-seven households received home energy assessments, and draughtproofing and blinds. Lessons from this project will lead to ongoing efficient retrofits offered for aged and disability service clients.
- **Waived planning application fees** for applicants seeking to install solar panels on properties with a heritage overlay. Developed and promoted web-based guidance on installing solar in heritage areas to make the process as clear and straightforward as possible.



Yarra Energy Foundation's Community Battery, North Fitzroy

2.Key achievements to reduce community emissions (continued):

- **Powering community used council buildings by renewable energy and removing gas**. Installed solar, batteries, energy upgrades, and transition off gas and efficiently electrify eight Council-owned community buildings (supported in part by Sustainability Victoria grants).
- **Providing community organisations access to affordable renewable energy.** Council has established a program to allow community tenants in Council facilities to access Councils' long-term 100% renewable electricity contract. Nine organisations have made the switch, reducing emissions by around 130 tCO2e.
- Developed and delivered a program to **support small businesses** in Yarra to reduce emissions and save money through product retrofits, changing electricity providers, and installing solar PV. Engaged directly with over 100 SME's, developed unique online resources, and delivered online webinars.
- Developed a **Sustainable Business Yarra** regular e-newsletter, with subscribers increasing to over 500.
- Commissioned the **Roadmap to Zero Emissions Advisory Report** developed by Ironbark Sustainability which will further guide us in driving significant carbon emission reductions towards zero-net emissions across the entire Yarra community by 2030.
- **Significant advocacy to state and federal government for stronger climate action including for:**
    - A fast transition away from gas to 100% renewable energy.
    - Stronger emissions reduction targets.
    - Higher energy efficiency requirements in the National Construction Code and a rapid pathway to a zero-carbon built environment.
    - Mandatory energy performance standards and disclosure at point of sale/lease.
    - Strong policy and incentives to drive a rapid transition to electric vehicles.

2.Key achievements to reduce emissions from Yarra Council's operations

- Transitioning all Yarra **Council buildings away from gas to be all electric, powered by renewables**
    - Twenty-five Council buildings have transitioned from gas to all-electric powered by renewables since the adoption of the Climate Emergency Plan. Most of the remaining five small sites using gas are scheduled to be transitioned off in 2022/23.
    - Detailed planning has been completed to transition off gas at many of the eight large Council-operated sites, including town halls and leisure centres. These are very complex and expensive works that in many cases require unique bespoke solutions. Projects transition off gas will be linked to bigger planned renewal projects where possible and are still aimed to be completed by 2030.
- All **new Council buildings constructed without gas connection**, maximising solar and energy efficiency.
    - Examples include Jack Dwyer Pavilion, and the proposed new Brunswick Street Oval facilities. Works are also adapting to a changing climate such as plantings and material choice to reduce the impact of the heat island effect.
    - Council's Sustainable Buildings Design Policy updated to strengthen support and guidance for sustainable design of Council's own buildings.
- Investment in **smart technologies to reduce emissions:**
    - Smart poles have been trialed, enabling access to a range of environmental data (wind, rain, temperature, humidity, air pressure, pollen, particle dust and CO2) and movement data (pedestrian, vehicle and bicycle counting), as well as energy efficient LED lighting.
    - Smart solar benches using 100% standalone solar energy are being used to provide solar device charging and environmental sensing.
    - Retrofitted 215 main road streetlights from old yellow high pressure sodium bulbs to the latest LED lighting technology. This reduced energy use from these lights by half whilst also improving visibility for cyclists and pedestrians. Further energy reductions are expected via phase 2 when lights are dimmed at off-peak.



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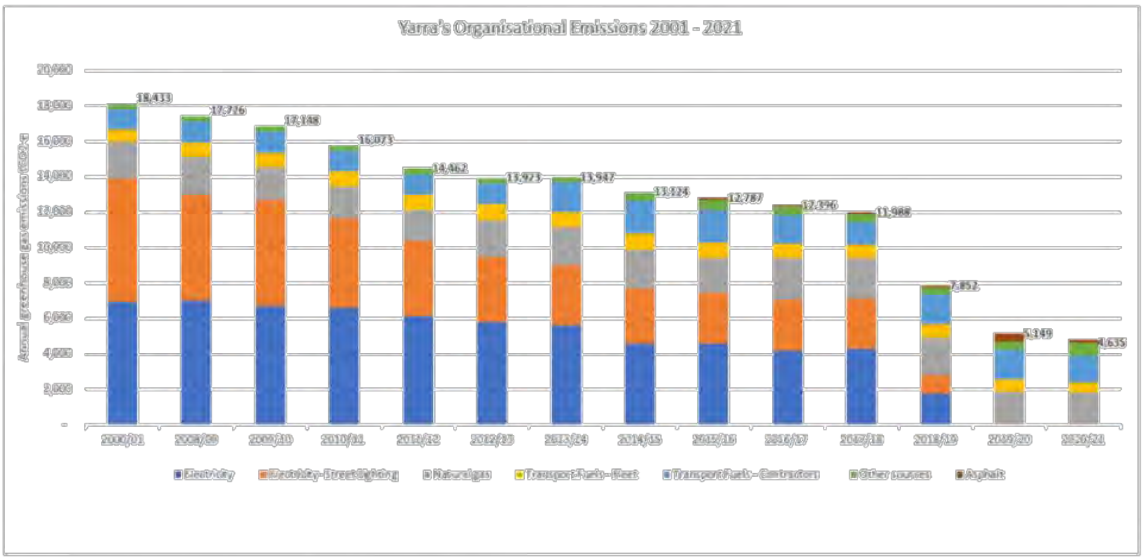
2.Key achievements to reduce emissions from Yarra Council's operations (Continued)

- Demonstrated a **strong track record in cutting carbon emissions**
  - Council has been a certified carbon neutral organization for 10 years.
  - In 2022 Council became one of only a few Australian Councils to achieve full compliance in all six possible phases of the international Global Covenant of Mayors for Climate & Energy.
  - Council completed a new Organisational Roadmap to Zero Emissions to guide the organisation towards zero gross emissions by 2030.
  - Since 2008/09, the total emissions from Yarra Council as an organisation have reduced by more than 70% from 16,194 tonnes of carbon dioxide (tCO2e) in 2008/09 to approximately 4,635 tCO2e in 2020/21 (see below). The remainder of Council's carbon emissions come primarily from natural gas (45 per cent) and transport (42 per cent).



Change in council emissions over time

Attachment 1 - Attachment 1 - Acting on our Climate Emergency Plan - Progress report 2020-22

Key Achievements Strategic Priority 3: Creating a climate adapted city

3. Key achievements: Creating a climate adapted city

- Additional **street tree planting to increase canopy cover,** diversity and climate resilience
  - Over 2000 additional trees have been planted including the planting of 50 priority streets across the city, guided by Council's Priority Planting Plans and the Urban Forest Strategy. The annual tree planting programs continues to meet the street and park tree annual target, and new species are trialed that are suited to inner city Melbourne conditions.
  - Plan and design streetscapes, open spaces and precincts taking into account increasing climate vulnerability, such as urban heat and flood risk, and considering the needs of vulnerable communities.
- Enhancing **habitat, canopy cover and connectivity between ecological communities**
  - Around 25,000 local indigenous species planted to improve species diversity and to expand areas managed for biodiversity.
- Creating **more green and open spaces** through new and upgraded parks, including:
  - A new park completed in Reid St (Fitzroy North); design of new parks in Otter St (Collingwood), and expanding Cambridge St Reserve (Collingwood), expand and upgrade to Stephenson Reserve and Gwynne Street (Cremorne Park).
  - Local area place making projects, have included kerb extensions, increased landscaping and reduced asphalt surfaces, helping to mitigate urban heat.
- Delivered a **permeable pavement and media filter trial** at Ramsden Oval in Clifton Hill. The trial filters pollutants out of stormwater, increases soil moisture and improves the overall quality of water entering our waterways.
- Increased **water harvesting for park irrigation** via expanding the Edinburgh Gardens stormwater harvesting scheme in 2021 to treat and store additional water to meet most of the park's irrigation needs, saving 20 million litres of drinking water per year. An additional project has recently been initiated to **water Curtain Square** via local stormwater harvesting. These projects together, along with other small projects, should see Council exceeding its target for alternative water use.
- Creating **climate adapted streets that facilitate walking and cycling**
  - Over 2000 additional trees have been planted, including more than 500 in 51 'priority streets' guided by Council's *Urban Forest Strategy*



https://www.yarracity.vic.gov.au/news/2021/02/24/water-upgrades-at-edinburgh-gardens-to-save-millions-of-litres

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Key Achievements Strategic priority 4: Transition to zero emissions transport

4. Key achievements: Transition to zero emissions transport

- Developed the **Yarra Transport Strategy** which was adopted by Council in July 2022. Significant engagement with the community, including approximately 800 submissions informed the final version of the strategy.
- Delivering **cycling infrastructure**, including
    - Intersection upgrades on Brunswick Street (Fitzroy), Gipps St (Collingwood), and Wellington St (Collingwood).
    - 'Pop up' bike lanes along Elizabeth Street (Richmond), and Park St (Fitzroy North)
    - Additionally, Council supported a new pop-up bike lane on Heidelberg Road, linked through Clifton Hill to Collingwood – led by the State Government.
- Facilitating more **electric vehicle (EV) charging** infrastructure
    - Two fast public-use electric vehicle chargers have been installed at the Collingwood library car park.
        - Five more sites (10 more chargers) are to be installed across Yarra (including at Council off-street car parks in Fitzroy and Richmond) in early 2023. These have been supported by grant funding from the Victorian Government.
- Facilitate **'EV ready' new developments and additional bike parking**
    - The proposed Zero Carbon Development Planning Scheme Amendment would require new commercial and multi-residential developments to provide infrastructure for electric vehicle charging and increased bicycle parking.
- Continuing to transition our **vehicle fleet pool towards zero emissions**
    - Council's low emissions fleet has grown to 70 electric and hybrid vehicles and bicycles.



Electric vehicle charging infrastructure at Collingwood Town Hall

Key Achievements Strategic priority 5: Move towards zero waste and conscious consumption

Key achievements: Move towards zero waste and conscious consumption

- Delivered glass recycling collection service across the municipality, undertaking extensive community engagement and education in relation to the separation of glass from comingled recycling stream.
- Engaged the community to improve recycling behaviour and reduce contamination.
- Investigating options for a municipal wide Food and Garden Organics (FOGO) collection service.
- Joined the multi-council My Smart Garden program to provide free education workshops and resources to create gardens to grow food, provide shade and habitat, use water wisely and recycle organic waste.
- Developed and delivered a feasibility study on diverting Hard Rubbish from landfill through reuse and repair.
- Developed a draft Circular Economy Strategy including consultation with community and stakeholders.



5. The next two years and beyond: a review of key actions and pathways

In the Climate Emergency Plan, we committed to taking an adaptive approach to implementation, responding to new opportunities and changes over the life of the plan.

We have made significant progress towards achieving the objectives, strategic priorities and targets outlined in the plan, with the vast majority of actions in the plan on track.

The successes of the past two years highlight strong progress and a further acceleration of Yarra's climate emergency response. Council, along with households, community groups, organisations and businesses have taken steps to reduce emissions, push for stronger climate and environmental policies and action, and improve community resilience to climate impacts.

Our work, successes, and lessons learnt to date give us a strong foundation from which to scale up our efforts to achieve the vision outlined in the plan.

In addition, we have sought external advice to guide us in driving significant carbon emission reductions towards zero-net emissions across the entire Yarra community by 2030. The Roadmap to Zero Emissions Advisory Report developed by Ironbark Sustainability in 2022 presented analysis on the priority opportunities to reduce emissions in Yarra, including:

- Emissions trends that are projected to impact Yarra for the coming decade.
- The vision for a zero-net emissions future and broad pathways to achieve zero-net emissions.
- Specific actions that can be taken by businesses, households, individuals, Council and other levels of governments towards achieve zero-net emissions.

The following section summarises areas of focus for implementation over the coming two years across the five strategic priority areas. These areas of focus are based upon achievements and learnings over the past two years, the needs and vulnerabilities of our community, market changes, and the guidance provided in the Roadmap to Zero Advisory Report.

The areas of focus over the coming two years also present opportunities to realise a range of co-benefits including addressing social inequalities, improving resilience to climate change impacts, improving community connectedness, greater physical activity through active and public transport, and an overall increase liveability of the city.

Key Focus Areas 2022-24: Strategic Priority 1 - Mobilise and engage the community to respond to the climate emergency

- We will build on and delivering further **targeted climate action programs** to key segments of the community, including the arts sector, sports clubs, and people from culturally and linguistically diverse backgrounds. We will work with sectors which have a significant influence within our community and empower them to lead change within their communities. We will also seek to work with groups within our community who traditionally have been underrepresented in the mainstream climate movement; this includes CALD communities who are also disproportionately impacted by climate change.

- We will deliver specific programs to **support households to switch to renewable energy, reduce carbon emissions and improve energy efficiency**, including but not limited to:
    - **All-electric homes**: a suite of programs which will support the general community to install solar, switch to GreenPower, transition to all-electric homes and improve energy efficiency.
    - **Green apartments**: programs which target barriers specific to emissions reductions in apartments, noting that 85% of dwellings in Yarra are medium to high density.
    - **Green renters**: programs which target the barriers specific to emissions reductions for tenants and landlords, noting that around 50% of Yarra's community live in rental properties.

      **Working with households in these ways is recommended in the Roadmap to Zero Advisory Report. Given that 20% of Yarra's greenhouse gas emissions come from households, and this is a sector which Council can most influence.*
- We will support households to buy **ethical and affordable renewable energy**. This may be via solar/battery/appliance purchasing programs, partnerships with retailers and/or independently reviewing renewable electricity retail options, and/or emerging community energy models such as solar gardens.
- We will deliver programs which **support vulnerable and low-income households to improve energy efficiency and thermal comfort and reduce energy consumption and costs**. This includes programs which fill information gaps and programs which respond to existing barriers to action.
- We will further build active engagement with our **Take Climate Action online hub** – a web-based portal with news, events, campaigns and resources to support the community to take climate action. We want to grow and promote this new hub so that it is a leading source of climate action information for Yarra households, community groups and businesses.
- We will continue to stay up to date with emerging approaches to drawdown and partner with others to advocate for effective and scalable drawdown methods. This is a new area of work for councils and one we have capacity to lead on in partnership with others including First Nations organisations.
- We will continue to partner with other Councils, other levels of government, Greenhouse Alliances and organisations such as Climate Emergency Australia, Cities Power Partnership, Yarra Energy Foundation to implement solutions to accelerate and advocate for stronger climate action.

Key Focus Areas 2022-24: Strategic Priority 2: Accelerate renewable energy, zero carbon buildings and efficient operations

- We will continue to focus on how we support businesses to make the transition, being responsible for around 60% of Yarra total greenhouse gas emissions.

**The Roadmap to Zero Advisory Report advises Council to continue to educate and facilitate medium to large businesses to take up renewable energy, such as through PPAs and large-scale solar installations.*

- We will continue to support **Business Renewables Buying Group** and seek to build off project lessons to support more large energy using businesses to jointly procure renewable energy as this has potential to significantly reduce emissions, with a large portion of community emissions coming from electricity use in commercial and industrial sectors.
- We will continue to work with the Yarra Energy Foundation to **increase the capacity of commercial solar installations**, seeking to support Yarra businesses take action and through the process to learn for how better to target other businesses.

- We will continue to **support small to medium businesses to make changes to their operations to improve sustainability**, including development of an online assessment tool aimed to provide 'green business' certification and a tailored sustainability action plan.

  **The 'Roadmap to Zero Advisory Report' advises Council to target stronger support small to medium businesses to improve sustainability. Further, this builds upon the support provided, relationships developed, gains made via the support already provided to this cohort by Council and the Yarra Energy Foundation.*

- We will further support the community to participate in **innovative pilot projects** such as the roll out of additional community batteries and exploration of other potential innovations (for example, integrated energy systems, energy trading, demand management and virtual power plants). These may variously involve households, electricity distribution businesses, technology providers and governments.

  **The 'Roadmap to Zero Advisory Report' advised Council to explore a range of innovative energy solutions for the community, such as the examples above. Similarly, Yarra Energy Foundation has developed a 'Roadmap for Community Batteries in the City of Yarra'*

- We will continue to strongly **advocate to state and federal governments** to support zero carbon households: including to:
  - Rapidly decarbonise the electricity grid.
  - Deliver programs and funding support to assist all households to transition to zero carbon (renewable, all-electric, gas-free), including renters, apartments, and households on low incomes.
  - Bring forward the date for banning all new household gas connections through the Victorian Government's Gas Transition Roadmap.
  - Regulate minimum standards for rental properties in Victoria, focused on energy efficiency and thermal comfort.
  - Provide funding support for public electric vehicle chargers.
  - Deliver energy and emissions reduction policies and incentives that support businesses to innovate to reduce emissions.

- Support the proposed joint planning scheme to 'elevate ESD targets' including introducing zero carbon requirements for new multi-residential and commercial developments.
- Support planning scheme and building regulation changes that would enable zero carbon buildings state and nation-wide, including through the National Construction Code.
- Extend funding support for innovative community renewable energy projects (community batteries and virtual power plants).
- Support for to improve the climate resilience of community assets.

Key Focus Areas 2022-24: Strategic Priority 3: Creating a climate adapted city

- We will improve the climate resilience of Council's assets, such as buildings, roads and drains, including producing an up-to-date climate risk assessment for Council. We will undertake asset vulnerability assessments and developing specifications/design requirements to improve the climate resilience of buildings, identifying adaptation options for buildings and determining the costs and benefits or proposed options. Consultation across Council helped inform the scope of works for an update to Council's climate risk assessment and asset vulnerability assessments.
- We will update flood overlays throughout Yarra to enhance how this projected climate change impact is considered.
- We will continue to accelerate Council's tree planting program, improving local tree canopy cover and providing protection from increased heat and extreme heat events.

Key Focus Areas 2022-24: Strategic priority 4. Transition to zero emissions transport

- We will develop an Action Plan identifying how the goals and targets in the newly adopted Transport Strategy will be achieved.
- We will continue to deliver trials of temporary sustainable transport infrastructure such as cycling lanes and bike hoops, car free zones and curfews, and reallocation of street space for sustainable transport modes.
- We will continue to support and facilitate the transition to electric vehicles, seeking an expansion of the network of electric vehicle charging infrastructure and working to update planning requirements and guidelines for developers to include electric car and bicycle charging in new developments or 'future proofing' the building for installations.
- We will continue to support and facilitate the uptake of electric micro-mobility options, including electric bicycles and scooters. Electric micro-mobility has huge potential to meet many of the transport needs of the community in Yarra, however the key to unlocking this potential will be the existence of a high-quality bike network to support uptake across as wide a cross-section of the community as possible.
- We will further transition council fleet to electric vehicles to reduce operational emissions and support the second-hand market. We are working with potential suppliers to ensure there are

vehicles to meet our needs. We will also participate in a multi-council project to review organizational fleet needs and plan transition to zero-emissions fleet.

- We will continue to advocate to other levels of government to support zero carbon transport including to:
    - The Victorian Government to support mode shift to active transport by funding and constructing safe, accessible and connected infrastructure for people walking, wheeling and cycling, particularly on arterial roads.
    - The Victorian Government to further invest in public transport improvements to provide frequent, convenient, well-connected and accessible services.
    - The Victorian Government to strongly accelerate its adoption of electric buses, noting that NSW have committed to electrify their entire bus fleet by 2030.
    - The Victorian and federal governments to adopt favourable policies (e.g., strong targets, taxes, tariffs, stricter emissions standards) to accelerate the transition to low emissions vehicles of all types.
    - Industry to support for the design and manufacture of zero emissions vehicles locally, such as e-bikes and buses.

Key Focus Areas 2022-24: Strategic priority 5. Move towards zero waste and conscious consumption

- We will seek to take tangible steps to act on the Circular Economy Bill passed in the Victorian Parliament in December 2021, including:
    - Development of a Council Circular Economy Strategy and Action Plan
    - Progressing towards a four-stream waste and recycling service
    - Development of relevant education and information campaigns
- We will identify and develop Council's role in enacting the Container Deposit Scheme which will commence in 2023.
- We will engage and educate residents, businesses, internal stakeholders and others in relation to the Victorian Single Use Plastic ban being introduced in 2023 and which will prohibit the sale of single-use plastic items including plastic straws, cutlery, plates, drink-stirrers, polystyrene food and drink containers, and cotton bud sticks. Engagement and education will focus on supporting stakeholders to run down current stocks of these items and find suitable alternatives.
- We will continue to deliver and manage the Community Growing Spaces program.
- We will investigate new ways to support community members and groups to grow food on public and private land.
- We will evaluate the current Urban Agriculture Strategy including evaluation of urban agriculture opportunities and participation in Yarra.

6. Developing Councils next Climate Emergency Plan

We will soon begin work on the planning and development for the next Climate Emergency Plan, due for Council adoption in mid-2024.

Yarra was just the second Council in Australia to develop a Climate Emergency Plan, and in the following two years many other Councils have followed suit. As well as following standard Council processes for development and consultation and building off the lesson learned through implementation of this CEP, Officers have also reviewed other council's recent Climate Emergency Plan's and will use all these inputs and more in designing the process for the development of the next Plan.

At this early stage, below are some key guiding principles that Officers will use in commencing the development of the Yarra's next Climate Emergency Plan.

1. **First Nations engagement and integration of knowledge**

We will engage, collaborate with, and learn from First Nations people and uphold their unique and continuing relationship to the land known as Yarra. We will be guided by First Nations people in the design and development of the new plan.

We recognise that climate change is threatening the cultures and health of First Nations people. We are committed to working with the Wurundjeri people of the Kulin Nation to restore a safe climate, connect with our community and with country, and support climate justice.

2. **Involving young people in the development of the plan**

We will ensure that the voices of young people are heard in the design and development of the new plan. As the climate emergency intensifies over time, it is children and young people who will face the worst impacts.

3. **Whole of-community engagement and buy-in**

We will engage with key community stakeholders in the early stages in development of the next plan and seek to engender stronger community buy-in, shared ownership, and deeper community support for the process and subsequent plan.

We know that the scale and complexity of the climate emergency challenge means that we all have a role to play, and that we must work together – the actions of individuals, organisations or sectors alone cannot solve the emergency.

4. **Build the evidence-based to guide future direction and action**

We will build the evidence base for key Yarra specific emissions reduction needs and opportunities and use this to inform the new Plan to ensure it is focused in the key areas and designed to have the greatest chance for success. This includes:

- Building upon and learning from our achievements in implementing, monitoring, and evaluating the current plan.
- The directions presented in the Roadmap to Zero Advisory Report
- Improving understanding of the community emissions profile or other localised data sets, and opportunities to reduce in key areas.

- Community surveys and alike.
- Examples of success from other council areas.

5. Further building internal engagement and linkages

Similarly, we will seek early engagement with colleagues across our organisation in the development of the new Plan. Through this work we will seek to boost ownership of the actions within the plan across Council, and understand how this plan might complement, support, connect with other plans, strategies.

Next Steps

We will begin the planning and development of Yarra's the next Climate Emergency Plan concurrently with the continued implementation of this Climate Emergency Plan 2020-24. We will seek to ensure a smooth transition from this current Plan to the next in mid-2024, as well as a continued acceleration of actions in response to the Climate Emergency.

8.9 Audit and Risk Committee Biannual Activity Report

Reference	D22/260901
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	Group Manager Chief Executive's Office

Purpose

1. To provide Council with the Audit and Risk Committee Biannual Activity Report as required by section 54(5) of the Local Government Act 2020.

Critical analysis

History and background

2. Section 54(5) of the Local Government Act 2020 provides that an Audit and Risk Committee:

   "prepare a biannual audit and risk report that describes the activities of the Audit and Risk Committee and includes its findings and recommendations; and provide a copy of the biannual audit and risk report to the Chief Executive Officer for tabling at the next Council meeting."

3. The previous Biannual Activity Report was presented to Council on 8 March 2022.

Discussion

4. Tabling of the attached Biannual Activity Report at a public meeting of Council provides transparency to the community on the operation of the committee, as well as highlighting the high level considerations of the committee.

5. The nature of the matters considered by the Audit and Risk Committee is such that the attached report can provide a summary of the matters considered, but cannot set out the detailed findings or recommendations in relation to Council's control framework, as to do so would expose Council to undue risk.

6. In addition to the attached activity report, all Councillors are provided with the full agendas and minutes of Audit and Risk Committee meetings, and are invited to attend any meeting in an observer capacity.

7. In addition to the attached report, the Audit and Risk Committee's oversight role is primarily discharged by providing advice and direction to Council's Chief Executive Officer and senior management, particularly those within the finance, risk management and governance portfolios. That said, it is recognised that there may be circumstances where the Committee may wish to provide advice direct to the Council.

8. There are three mechanisms for the committee to provide this advice:

   (a) Firstly, the Council has authorised the Audit and Risk Committee through its Charter to request that the Chief Executive Officer table a report from the Committee at a meeting of the Council;

   (b) Secondly, the Local Government Act 2020 provides that the Chief Executive Officer must table a report of the Committee at a meeting of the Council where requested by the Committee Chair; and

   (c) Thirdly, the Local Government Act 2020 provides that a Committee may make formal recommendations to Council in this biannual activity report.

9. In the period 1 January to 30 June 2022, neither the Committee nor the Committee Chair requested that the Chief Executive Officer table a report at a Council meeting.

10. At its meeting on 25 August 2022, the Audit and Risk Committee confirmed that it has no recommendations to Council in this biannual activity report in respect of the period 1 January to 30 June 2022.

Options

11. There are no options presented in this report.

Community and stakeholder engagement

12. The Audit and Risk Committee Biannual Activity Report was endorsed by the Audit and Risk Committee at its meeting on 25 August 2022.

Policy analysis

Alignment to Council Plan

13. The City of Yarra Council Pan 2017-2021 contains a strategic objective that Council *"maintain a culture of transparency, governance, ethical practice and management of risks that instils a high level of community respect and confidence in Council decision-making."*

14. The presentation of Audit and Risk Committee Biannual Activity Reports to a public Council meeting supports a culture of transparency and good governance.

Climate emergency and sustainability implications

15. No climate emergency or sustainability implications are considered in this report.

Community and social implications

16. No community or social implications are considered in this report.

Economic development implications

17. No economic development implications are considered in this report.

Human rights and gender equality implications

18. No human rights or gender equality implications are considered in this report.

Operational analysis

Financial and resource impacts

19. No finance or report impacts are considered in this report.

Legal Implications

20. The tabling of this Biannual Activity Report by the Chief Executive Officer is required by section 54(5)(b) of the Local Government Act 2020.

Conclusion

21. The Audit and Risk Committee Biannual Activity Report was endorsed by the Audit and Risk Committee at its meeting on 25 August 2022 and has been tabled by the Chief Executive Officer to provide Council with the Audit and Risk Committee Biannual Activity Report as required by section 54(5) of the Local Government Act 2020.

RECOMMENDATION

1. That Council:

   (a) receive the Audit and Risk Committee Biannual Activity Report for the period 1 January to 30 June 2022 at **Attachment One**;

   (b) note that in the period 1 January to 30 June 2022, neither the Committee nor the Committee Chair requested that the Chief Executive Officer table a report at a Council meeting; and

   (c) note that at its meeting on 25 August 2022, the Audit and Risk Committee confirmed that it has no recommendations to Council in its biannual activity report in respect of the period 1 January to 30 June 2022.

Attachments

1⇩ Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

Attachment 1 - Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

Audit and Risk Committee Biannual Activity Report

January to June 2022

The Audit and Risk Committee

The role of the Audit and Risk Committee (Committee) is set out in the Audit and Risk Committee Charter, adopted by Council on 18 August 2020.

The Committee provides independent and objective assurance and assistance to the Yarra City Council and its Chief Executive Officer on Council's risk management, control and compliance framework, and its external financial and performance accountability and responsibilities. In addition, the Committee provides advice to Council that will assist Council in fulfilling its corporate governance and oversight responsibilities.

The Committee does not have executive powers or authority to implement actions in areas over which management has responsibility and does not have any delegated authority. The Committee does not have any management functions and is therefore independent of management.

The Council has authorised the Committee, within the scope of its role and responsibilities to:

- obtain any information it needs from any employee and/or external party;
- discuss any matters with the external or internal auditor, or other external parties;
- request the attendance of any Council Officer, Councillors, and/or the internal and external auditors;
- request that Council Officers obtain external legal or other professional advice, as the Committee considers necessary to meet its responsibilities, at Council's expense;
- require reports from Council Officers, the internal auditors and external auditors on any significant proposed regulatory, accounting or reporting issue, to assess the potential impact upon the Council's financial reporting process; and
- request that the Chief Executive Officer table a report from the Committee at a meeting of the Council.

Purpose of the biannual activity report

This report meets the reporting requirements to Council as required by section 54(5) of the Local Government Act 2020 (Act).

The report provides Council and the community with a summary of the matters that the Audit and Risk Committee has addressed in the reporting period in discharging its responsibilities under its Charter and under the Act. Further, the report provides Council with the Committee's findings and recommendations for the period.

This report provides an overview of the activity of the Audit and Risk Committee from 1 January to 30 June 2022.

Attachment 1 - Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

City of Yarra Audit and Risk Committee Biannual Activity Report
January to June 2022

Committee Membership

The Committee comprises five members, three of which are independent members and two Councillors.

David Ashmore, Chair	David Ashmore is a Fellow of the Institute of Chartered Accountant and was in public practice working predominately as an Audit Partner. He is also a graduate of the Australian Institute of Company Directors and a Fellow of the Financial Services Institute of Australia. Mr Ashmore has for the past 15 years been appointed to a variety of Audit Committees mainly for Local Government entities and also has an appointment as Chairman for an ASX listed public Company.
Cr Herschel Landes	Cr Herschel Landes was elected to Yarra City Council in October 2020. Cr Landes was appointed to the Audit and Risk Committee in November 2020.
Helen Lanyon	Helen Lanyon is a Fellow of CPA Australia and is a graduate of the Australian Institute of Company Directors. Over a 40-year career, Ms Lanyon has held numerous senior executive roles, primarily in local government and has broad experience in the corporate services portfolio disciplines. Ms Lanyon also has extensive experience on a range of advisory committees.
Kylie Maher	Kylie Maher has over 25 years' experience in providing Finance, Risk and Governance advisory services. As the partner in charge of a Governance and Risk Advisory practice, Kylie leads risk and audit consulting services in education, government, community services and the aged care sector and is a member of a number of public sector audit committees. Kylie holds a Bachelor of Business (Accounting) and is a Graduate, Australian Institute of Company Directors, a Certified Practicing Accountant and a member of the Institute of Internal Auditors.
Cr Sophie Wade	Cr Sophie Wade was elected to Yarra City Council in October 2020 and was elected Mayor in November 2021. Cr Wade was appointed to the Audit and Risk Committee in November 2021.

Committee Attendance

The Committee met twice during the period.

Current Members	Meetings attended
David Ashmore	2 of 2
Cr Herschel Landes	2 of 2
Helen Lanyon	2 of 2
Kylie Maher	2 of 2
Cr Sophie Wade	2 of 2

In addition to the appointed members, all Councillors receive Audit and Risk Committee meeting papers and have a standing invitation to attend meetings as an observer. No Councillors took up this opportunity during the period.

Attachment 1 - Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

Committee Activity

The tables below set out the activity of the committee during the period of this report, including a summary of the matters discussed and any recommendations made by the Committee to the Council. It should be noted that only recommendations from the Committee to the Council are reported here – recommendations and actions agreed to by management do not form part of this activity report.

24 February 2022

Matter considered	Summary
Report by the Chief Executive	The Interim CEO provided a verbal report to the Committee on a range of matters including the appointment of a Municipal Monitor, monitoring of outstanding audit actions and operational risks, progress of the open space planning scheme amendment and the Chief Executive Officer recruitment process.
Review of actions arising from previous meetings	The Committee reviewed the status of actions arising as a result of matters raised at previous Committee meetings.
Review of actions arising from previous internal audits	The Committee reviewed the status of the implementation of agreed management actions arising from previous internal audits.
External Audit – presentation of the external audit strategy	The Committee received a presentation of the 2022 external audit strategy from VAGO's representative.
Internal Audit - Status Report	Council's internal auditors presented a report on the status of the internal audit program. The Committee noted some updates required.
Internal Audit - Review of Financial Controls (including data analytics)	Council's internal auditors presented its findings following an internal audit into Council's Financial Controls (including data analytics). The report resulted in one agreed management action being added to the database for monitoring. The Committee also provided some feedback about the ongoing monitoring of management actions with staged implementation dates.
Internal Audit - Review of Road Infrastructure Management	Council's internal auditors presented its findings following an internal audit into Council's road infrastructure management. The report resulted in one agreed management action being added to the database for monitoring.
Quarterly Finance Report (including Mid-Year Budget Review)	The Chief Financial Officer provided a report on the state of Council's finances as at the end of December 2021. The Committee noted the ongoing impacts of the COVID pandemic, but there were early signs of improvement in a number of key metrics.
Annual budget and long term financial strategy	The Committee noted Council's difficult long term financial position, and determined that it would take the opportunity to formally draw this matter to Council's attention alongside the biannual report (see below).

Attachment 1 - Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

Matter considered	Summary
Quarterly Risk Review Report	The Committee received a quarterly risk review, focussing on an examination of both the strategic and operational risk registers and Council's mitigation measures and monitoring processes.
Audit and Risk Committee Biannual Activity Report	The Senior Governance Advisor presented the biannual activity report for the committee's review. The Committee endorsed the report subject to a number of changes, and determined to make the following recommendation Council: *That Council note the position of the Audit and Risk Committee that:* *(a) Council is currently in a tight financial position arising from the impact of the COVID-19 pandemic and existing debt levels; and* *(b) given the difficult situation, Council is encouraged to give careful consideration to ongoing financial viability when structuring the 2022/2023 Budget and the associated update of the Long Term Financial Plan.* **Note:** This recommendation was formally adopted by Council on 8 March 2022.
Councillor and Staff gift register report	The Committee received a report setting out all of the gifts declared throughout 2021.
Local Government Act 2020 deliverables	The Committee noted a standing quarterly report setting out Council's achievement of the milestones in the transition to the Local Government Act 2020.
Recent Reports and Publications - Management response	The Committee received a standing quarterly report from the internal auditor presenting a number of recent reports and publications relevant to the local government sector. The Committee noted the management responses to these reports.
Meeting with the internal auditor without management present	The Committee met with the internal auditor without management present as it is required to do at least once annually.

19 May 2022

Matter considered	Summary
Report by the Chief Executive	The CEO provided a verbal report to the Committee on a range of matters including the appointment by Council of a new CEO, the draft budget, the conduct of a strategic review, the outcome of the open space panel hearing and the impact of staff absences.

Attachment 1 - Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

Matter considered	Summary
Review of actions arising from previous meetings	The Committee reviewed the status of actions arising as a result of matters raised at previous Committee meetings.
Quarterly Risk Review	The Committee received a quarterly risk review, focussing on updated risk register reporting.
Review effectiveness of Council's risk management framework and risk appetite statement	The Committee considered Council's risk management framework and made two specific recommendations in relation to the risk appetite statement and framework more generally.
Fraud and corruption policy, framework and controls	The Committee received a report and endorsed a number of changes to the Fraud and Corruption Policy and Control Plan.
Quarterly finance report	The Committee noted a standing quarterly report including the quarterly finance dated March 2022.
Budget and long term financial plan	The Committee received a report on the draft 2022/2023 budget and the accompanying long term financial plan and provided feedback to management.
2022 Interim Management Letter - prior period matters	The Committee received a report from VAGO's representative on the progress of the 2022 external audit.
Review of actions arising from previous internal audits	The Committee reviewed the status of the implementation of agreed management actions arising from previous internal audits.
Internal Audit - Status Report	Council's internal auditors presented a report on the status of the internal audit program.
Internal Audit - Review of Legislative Compliance	Council's internal auditors presented its findings following an internal audit into Council's legislative compliance (with focus on implementation of new Local Government Act 2020. The report resulted in two agreed management actions being added to the database for monitoring.
Recent Reports and Publications - Management response	The Committee received a standing quarterly report from the internal auditor presenting a number of recent reports and publications relevant to the local government sector. The Committee noted the management responses to these reports.
Effectiveness of the internal audit	In the absence of its auditors, the Committee discussed the effectiveness of the internal audit process with management.

Attachment 1 - Attachment 1 - Audit and Risk Committee biannual activity report - January to June 2022

Recommendations to Council

The Audit and Risk Committee's oversight role is primarily discharged by providing advice and direction to Council's Chief Executive Officer and senior management, particularly those within the finance, risk management and governance portfolios. That said, it is recognised that there may be rare circumstances where the Committee may wish to provide advice direct to the Council, without relying on management.

There are three mechanisms for the committee to provide this advice:

- Firstly, the Council has authorised the Audit and Risk Committee through its Charter to request that the Chief Executive Officer table a report from the Committee at a meeting of the Council;
- Secondly, the Local Government Act 2020 provides that the Chief Executive Officer must table a report of the Committee at a meeting of the Council where requested by the Committee Chair; and
- Thirdly, the Local Government Act 2020 provides that a Committee may make formal recommendations to Council in this biannual activity report.

In the period 1 January to 30 June 2022, neither the Committee nor the Committee Chair requested that the Chief Executive Officer table a report at a Council meeting.

At its meeting on 25 August 2022, the Audit and Risk Committee confirmed that it has no recommendations to Council in this biannual activity report in respect of the period 1 January to 30 June 2022.

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