



Ordinary Meeting of Council Agenda

**to be held on Tuesday 28 May 2019 at 7.00pm
Richmond Town Hall**

Arrangements to ensure our meetings are accessible to the public

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

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

Recording and Publication of Meetings

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

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Order of business

- 1. Statement of recognition of Wurundjeri Land**
- 2. Attendance, apologies and requests for leave of absence**
- 3. Declarations of conflict of interest (Councillors and staff)**
- 4. Confidential business reports**
- 5. Confirmation of minutes**
- 6. Petitions and joint letters**
- 7. Public question time**
- 8. General business**
- 9. Delegates' reports**
- 10. Questions without notice**
- 11. Council business reports**
- 12. Notices of motion**
- 13. Urgent business**

1. Statement of Recognition of Wurundjeri Land

“Welcome to the City of Yarra.”

“Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past and present.”

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Danae Bosler (Mayor)
- Cr Misha Coleman (Deputy Mayor)
- Cr Mi-Lin Chen Yi Mei
- Cr Jackie Fristacky
- Cr Stephen Jolly
- Cr Daniel Nguyen
- Cr Bridgid O’Brien
- Cr James Searle
- Cr Amanda Stone

Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager Chief Executive’s Office)
- Lucas Gosling (Director Community Wellbeing)
- Gracie Karabinis (Group Manager People, Culture and Community)
- Chris Leivers (Director City Works and Assets)
- Diarmuid McAlary (Director Corporate, Business and Finance)
- Mary Osman (Acting Director Planning and Place Making)
- Mel Nikou (Governance Officer)

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

4. Confidential business reports

Item

- 4.1 Contractual matters
- 4.2 Contractual matters

Confidential business reports

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the *Local Government Act* 1989. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

RECOMMENDATION

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act* 1989, to allow consideration of contractual matters.
2. That all information contained within the Confidential Business Reports section of this agenda and reproduced as Council Minutes be treated as being and remaining strictly confidential in accordance with the provisions of sections 77 and 89 of the *Local Government Act* 1989 until Council resolves otherwise.

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Ordinary Council Meeting held on Tuesday 14 May 2019 be confirmed.

6. Petitions and joint letters

7. Public question time

Yarra City Council welcomes questions from members of the community.

Public question time procedure

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

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

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

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

When you are invited by the meeting chairperson to ask your question, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your questions to the chairperson;
- ask a maximum of two questions;
- speak for a maximum of five minutes;
- refrain from repeating questions that have been asked previously by yourself or others; and
- remain silent following your question unless called upon by the chairperson to make further comment or to clarify any aspects.

8. General business

9. Delegates' reports

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Hardy Gallagher Community Growing Space	8	16	Colm Connolly – Manager City Works
11.2	Amendment C231 - Queens Parade - Response to submissions	32	48	David Walmsley – Manager City Strategy
11.3	Michael Hutchence Statue for Richmond Proposal	245	252	Siu Chan – Business Unit Manager Arts, Culture and Venues
11.4	Arts and Cultural Multi-Year Grant Recommended Applications	254	259	Siu Chan – Business Unit Manager Arts, Culture and Venues
11.5	Yarra Trams MoU	271	273	Simon Exon – Strategic Transport Coordinator
11.6	North East Link	311	321	Simon Exon – Strategic Transport Coordinator
11.7	Community Engagement Policy Refresh	350	353	Jessica Matrakis - Senior Coordinator Communications and Engagement
11.8	Appointment of Councillors to Council Committees	375	377	Ivan Gilbert – Group Manager Chief Executive's Office
11.9	Change to Council Meeting Schedule	379	380	Ivan Gilbert – Group Manager Chief Executive's Office
11.10	Report on Assemblies of Councillors	381	382	Ivan Gilbert – Group Manager Chief Executive's Office

The public submission period is an opportunity to provide information to Council, not to ask questions or engage in debate.

Public submissions procedure

When you are invited by the meeting chairperson to make your submission, please come forward and take a seat at the microphone and:

- state your name clearly for the record;
- direct your submission to the chairperson;
- speak for a maximum of five minutes;
- confine your remarks to the matter under consideration;
- refrain from repeating information already provided by previous submitters; and
- remain silent following your submission unless called upon by the chairperson to make further comment.

12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Motion No 8 of 2019 - Reiterating Council and Community Opposition to the East West Link Proposal	387	388	Cr Amanda Stone

13. Urgent business

Nil

11.1 Hardy Gallagher Community Growing Space

Executive Summary

Purpose

To advise Council on the outcomes of the community consultation on the proposed design for the new Community Growing Space at the Bocce Courts site in Hardy Gallagher Reserve prior to the consideration of the budget proposal for 2019/2020.

Key Issues

In April 2019 Council shared the neighbourhood house's draft design with the community and invited feedback. The proposal proved popular, with a strong majority of the 96 survey respondents expressing support for the draft design.

Given the strong support for the draft design demonstrated by the community, the overall design concept for the garden is supported by officers and accordingly no major changes are considered necessary. Detailed landscape and construction documentation will be agreed by officers as part of our on-going collaborative process and detailed design approval (to be linked to a funding agreement).

The Group have expressed a strong preference to run the construction phase of the project independently. A framework (including funding agreement) for the construction phase of the project will be required in order to enable The Group to undertake works on council-managed land on what will be a council asset (the garden, bocce court and associated structures).

Financial Implications

A submission has been made by North Carlton Railway House Neighbourhood House and gardening group ('The Group') as part of the 2019/2020 budgetary process currently under consideration for a contribution to the construction of the proposed garden.

Estimates for construction costs differ significantly between Council's estimates and that of The Group. The Group believe that they can deliver the project for a significantly lesser sum, by utilising local contractors, volunteer expertise and securing in-kind support. Officers are open to this approach and would seek to develop a funding agreement that would enable the transfer of funds to The Group to facilitate this, whilst managing the risk of such approach by adhering to Councils procurement, OHS and risk management policies and guidelines.

PROPOSAL

That Council:

- (a) notes the feedback received during the public consultation on the design of the growing space;
- (b) notes that there was general support expressed for the draft design proposed;
- (c) endorse the general design and layout of the proposed design and authorise officers to negotiate minor amendments with the North Carlton Railway Neighbourhood House as required to satisfy planning permit requirements and any other regulatory matters;
- (d) authorise the removal of the chain mesh fence on the southern boundary of the site;
- (e) considers the budget submission made by The North Carlton Railway Neighbourhood House in support of construction of the garden and subject to an allocation of funding towards this project in the 2019/20 budget, authorise these funds to be provided for the project via a funding agreement between Council and the North Carlton Railway Neighbourhood House; and

- (f) notes that the ongoing maintenance arrangements will be set out in the supporting documentation appended to a licence agreement for the site.

11.1 Hardy Gallagher Community Growing Space

Trim Record Number: D19/79384

Responsible Officer: Director City Works and Assets

Purpose

1. To advise Council on the outcomes of the community consultation on the proposed design for the new Community Growing Space at the Bocce Courts site in Hardy Gallagher Reserve prior to the consideration of the budget proposal for 2019/2020.

Background

2. In March 2018 community members submitted through a community consultation process more than 100 suggestions for the future use of the site. Council considered this feedback and resolved on 5 June 2018 to invite the neighbourhood house to prepare a draft design for the site. The design was to involve a community growing space with one lane retained for bocce, and retention of the fencing around the site, according to the resolution (below).
3. The resolution stated that Council:
 - (a) *notes the feedback received during the consultation period and thanks the community for its contribution on this topic;*
 - (b) *notes that the conversion of the court area for a shared growing space and the retention of one (1) lane for bocce presents an option that satisfies the majority future vision of those who participated in the consultation;*
 - (c) *authorises officers to commence the process of preparing a licence agreement over the site currently defined by the bocce courts plus the garden bed immediately south of the existing fence line (consistent with the plan in Attachment 6) to the North Carlton Railway Neighbourhood House to improve the site, and manage the site for gardening purposes on behalf of the community, with the use of one lane being available for bocce or like use;*
 - (d) *notes that designs showing future improvements shall include retention of fencing around the site and retention of one (1) lane of the bocce courts for play;*
 - (e) *authorises signage at the site advising that the bocce lane is available for public use with no fee;*
 - (f) *notes that the process of entering into a licence agreement is subject to a standard process and requires approval from the Department of Environment, Land, Water and Planning; and*
 - (g) *requires that the draft design shall be exhibited on site for a period of no less than two weeks prior to being approved by officers as part of the process for preparing a licence agreement*
4. Since the council resolution, officers have been working with representatives of a group of members from the Railway House Neighbourhood House community gardening group (referred to hereafter as The Group) to work through the various complexities around the licencing requirements, a proposed design, and potential construction options for the garden.

External Consultation

Round 1 – Future Use

5. In March 2018 community members submitted more than 100 suggestions for the future use of the site. Council considered this feedback and resolved in June 2018 to invite the neighbourhood house to prepare a draft design for the site. The design was to involve a community growing space with one lane retained for bocce. See Attachment 1 for an overview of this earlier round of consultation.

Round 2 – Draft Design

6. In April 2019 we shared the neighbourhood house's draft design with the community and invited feedback. The proposal proved popular, with a strong majority of the 96 survey respondents expressing support for the draft design.

Level of support	Percentage of responses
Highly supportive	87
Moderately supportive	8
Not supportive	5

7. We received 170 positive comments about the draft design. The following features were mentioned at least 10 times by survey respondents:

Popular features	No. Mentions
Shared spaces for growing plants, vegetables and/or fruit	45
Retaining space for bocce and other activities	24
A communal space for everyone to enjoy	21
Raised planter beds and other accessibility features	17
Inviting, attractive and/or open design	13
Seating	10

8. We received 68 suggestions for improving the draft design, though most suggestions were mentioned by only one or two respondents. The following suggestions received three or more mentions.

Popular features	No. Mentions	Officer comment
Add more sustainability and recycling features	8	<p>The core sustainability features of the existing draft include growing food locally and composting food scraps to reduce waste.</p> <p>The neighbourhood house is also proposing to use recycled plastics during construction, and to repurpose existing materials (e.g. timber edging of bocce courts) wherever practical.</p> <p>The eight survey comments relating to additional sustainability features are varied in nature, and include requests for rainwater tanks, solar power and expanded composting facilities.</p> <p>While the initial focus of the design is to establish the basic garden infrastructure, there may be opportunities to add some of these features in the future, though this would require additional funding.</p>
Increase, improve or relocate seating	6	<p>A small number of respondents asked for changes to seating arrangements, however there was limited consensus among these comments.</p> <p>For example, one submission asked for the seats to be</p>

		<p>relocated to the front of the neighbourhood house, while another suggested additional seating at the centre of the site.</p> <p>It is also worth noting that almost twice as many respondents highlighted the seating as a positive aspect of the draft design.</p>
Preference for a less rigid/formal garden layout	4	<p>Officers acknowledge concerns about the formal layout of the garden, but note that this position was held by a very small proportion of respondents. More than three times as many people commented on the garden's inviting, attractive and/or open design.</p> <p>The neighbourhood house regards the layout presented in the draft design as the most efficient use of potential growing space.</p>
Concern about limits on community access and allocation of plots	3	<p>The community garden will remain as publically accessible space and will be run under a collective/communal garden model with no exclusive/private allocation of plots.</p>

9. The consultation was promoted via:
 - (a) A1 signage in three locations at the site;
 - (b) a four-page flyer delivered to 1500 local households (Attachment 3);
 - (c) a Yarra Life article sent to 13,000 subscribers;
 - (d) a social media post seen by 2,000 people; and
 - (e) an email update to 100 participants in the first round of consultation.
10. Community participation included:
 - (a) 96 survey responses;
 - (b) about 20 attendees at our pop-up session;
 - (c) 3 email submissions; and
 - (d) 864 unique visitors to our Your Say Yarra project page.
11. See Attachment 2 for more detail on this latest round of consultation.

Internal Consultation (One Yarra)

12. Internal consultation has been on-going throughout the project including the public consultation process and now during design phase, and has included collaboration between the following Council Units:
 - (a) Community Partnerships;
 - (b) Waste Minimisation and Agriculture;
 - (c) Property Services.
 - (d) Communications and Engagement; and
 - (e) Open Space Maintenance.

Financial Implications

13. After receiving submissions on this topic as part of the 2017/18 budgetary process and in addition to Council resource to undertake the public consultation of the future use of the site, Council committed to providing \$10,000 from within existing resources, as a one-off payment, to the North Carlton Neighbourhood House to fund planning and design for the space.
14. The \$10,000 was transferred to the North Carlton Neighbourhood House who used the funds to procure a soil report (a Department of Water, Land and Planning requirement for a Crown Licence for the site) as well as design services by a local landscape architectural firm.
15. The Group have costed the construction of the proposed design at approximately \$75,000 based on a combination of contracted work and community resources. The Group have built strong relationships in the local community and are confident they are able to leverage those relationships to bring their overall construction costs down.
16. It should be noted that as a due diligence exercise council staff have had the proposed design costed by one of Council's contractors which was costed at approximately \$145,000.
17. It should be noted that The Group believe that they can deliver the project for a significantly lesser sum, by utilising local contractors, volunteer expertise and securing in-kind support. Officers are open to this approach and would seek to develop a funding agreement to support this, whilst managing the risk of such approach by adhering to Councils procurement, OHS and risk management policies and guidelines.
18. A further submission has been made by The Group as part of the 2019/2020 budgetary process currently under consideration for a contribution to the construction of the proposed garden. The 2019/20 Draft Budget contains an amount of \$30,000 allocated for the construction of the garden. As part of that bid, the NCRNH has committed \$30,000 from their budget to the project, with the funding gap proposed to be met through philanthropic support.
19. Should the construction costs exceed the amount of funding raised by The Group, it is anticipated that the works will be staged with the ground works and bed infrastructure prioritised and some of the other elements deferred to future construction phase (subject to funding availability).

Economic Implications

20. There are no economic implications associated with this report.

Sustainability Implications

21. The inclusion of a food growing space would contribute local solutions to food sustainability. Benefits could include: local food production; waste avoidance; resource recovery through nutrient cycling; biodiversity enhancement through planting diversity; reduction of the heat island effect; and air quality improvement.
22. Food growing spaces require a constant source of water and are subject to water use restrictions as for residential properties. It is an ambition of the group to harvest rain water from the North Carlton Railway Neighbourhood House and other surfaces in the longer term, however this does not fall within the current scope of the project as it would require additional funding.
23. It is The Groups intent to design and build using a resource efficient approach, reusing materials where possible and showcasing recycled material content throughout the design.
24. The garden once established has significant potential to host a number of Council community programs such as Food Know How and Urban Agriculture.

Social Implications

25. Both community consultation processes have revealed strong support for the use of bocce courts as a space for “community” and “garden”, as well as the design vision for the layout of the garden. There are many social benefits that this space will create including health; environmental education; connection; amenity and diversity.
26. It is the intention of The Group to develop programs which further develop community building and support the reach of the Neighbourhood House into the wider community through educational programs, redistributing produce to those in need via the Neighbourhood House, community lunches and collaboration with other groups and organisations. In particular, the Princes Hill Secondary College.
27. The bocce courts have an important link to the Italian cultural heritage of the area and the retention of one of the lanes for this use provides continuity within the space.

Human Rights Implications

28. There are no human rights implications associated with this report.

Communications with CALD Communities Implications

29. Consultation material for the public consultation included a translation panel containing advisory text in eight languages: Vietnamese, Greek, Mandarin, Cantonese, Italian, Turkish, Arabic and Spanish.

Council Plan, Strategy and Policy Implications

30. The project would directly support the implementation of objective 3 of the Council Plan:

Objective	Strategies	Strategic indicators	Initiatives
3. A Sustainable Yarra	3.6 Promote and facilitate urban agriculture with a focus on increasing scale and uptake in the community	Increase the number of urban agriculture community initiatives supported and promoted	3.6.1 Showcase urban agriculture and support community initiatives in sustainable practices

Legal Implications

31. The relevant land is Crown Land temporarily reserved for public recreation purposed under the control of City of Yarra as the Committee of Management.
32. Any change to the approved purpose requires Ministerial/Parliamentary approval, and an application for approval for required by the Department of Environment, Land and Water (DELWP) to ensure the proposed licence purposed is not detrimental to the purpose of the reserve.
33. An approval in principle has been issued by Department of Environment, Land, Water and Planning (DELWP) for the licence of the bocce court area to the NCRNH for a community garden. A number of supporting documents are required before the licence can be formally issued, including (but not limited to):
 - (a) Service agreement;
 - (b) Maintenance schedule; and
 - (c) Management plan.
34. The site is zoned Public Park and Recreation (PPRZ) in the Yarra Planning Scheme with a Heritage Overlay (HO329) affecting the site. A planning permit will be required for the change of use to a community garden (the NCRNH does not benefit from ‘As of Right’ use exemptions), as well as demolition of existing structures and construction of the garden.

Other Issues

35. A framework for the construction phase of the project is required in order to enable The Group to undertake works on council-managed land on what will be a council asset (the garden, bocce court and associated structures). Work on developing this framework is on-going and will need to consider:
 - (a) Construction drawings and details with officer sign-off process;
 - (b) Permit requirements (planning, building, asset protection);
 - (c) Construction compliance;
 - (d) Workplace health and safety;
 - (e) Public Liability insurance;
 - (f) Traffic management; and
 - (g) Hold points with officer inspection of works.
36. Roles and responsibilities for the ongoing maintenance of the site will be outlined in the supporting documentation appended to the licence agreement for the site.
37. It is anticipated that the planning permit will be managed by council officers to assist the group in moving the project forward. Additional permit requirements beyond the planning permit are likely to be the responsibility of The Group under the framework referenced in paragraph 35 above.
38. Noting the Council resolution from 5 June 2018 required, '*...that designs showing future improvements shall include retention of fencing around the site and retention of one (1) lane of the bocce courts for play*' a resolution supporting the removal of the chain mesh fence to the south of the site would be required in order to support the proposed design.

Options

39. Council will be presented with a report on this matter at the Council meeting on 28 May 2019. Options for Council to consider will include;
 - (a) Option 1: Council notes the feedback from the community consultation on the draft design and endorses it as proposed; and
 - (b) Option 2: Council notes the feedback from the community consultation on the draft design and requests changes to the design prior to endorsing it.

Conclusion

40. The draft design has received high level of support from the community as part of the community consultation process. The feedback was largely positive, with no major consistently referenced design concerns made by respondents.
41. Given the strong support for the draft design demonstrated by the community, the overall design concept for the garden is supported by officers and accordingly no major changes are considered necessary. Notwithstanding this, there is potential for some minor changes to the design to be agreed (such as seating details and composting facilities) with officers as part of our on-going collaborative process and detailed design approval (to be linked to the funding agreement). It is not anticipated that any such changes, if necessary, would alter the overall garden design and layout.

RECOMMENDATION

1. That Council:
 - (a) notes the feedback received during the public consultation on the design of the growing space;
 - (b) notes that there was general support expressed for the draft design proposed;
 - (c) endorse the general design and layout of the proposed design and authorise officers to negotiate minor amendments with the North Carlton Railway Neighbourhood House as required to satisfy planning permit requirements and any other regulatory matters;
 - (d) authorise the removal of the chain mesh fence on the southern boundary of the site;
 - (e) considers the budget submission made by The North Carlton Railway Neighbourhood House in support of construction of the garden and subject to an allocation of funding towards this project in the 2019/20 budget, authorise these funds to be provided for the project via a funding agreement between Council and the North Carlton Railway Neighbourhood House; and
 - (f) notes that the ongoing maintenance arrangements will be set out in the supporting documentation appended to a licence agreement for the site.

CONTACT OFFICER: Eloise Lobsey
TITLE: Urban Agriculture Facilitator
TEL: 9205 5137

Attachments

- 1 [↓](#) Hardy Gallagher Consultation Summary - Round 1
- 2 [↓](#) Hardy Gallagher Consultation Summary - Round 2 (002)
- 3 [↓](#) Hardy Gallagher Consultation Flyer - Round 2

Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



CONSULTATION SUMMARY – ROUND 1 – MARCH 2018

Hardy Gallagher Reserve

The bocce courts next to the North Carlton Railway Neighbourhood House in Hardy Gallagher Reserve are no longer in regular use. We recently asked the local community to help us decide how this land could be better utilised in the future.

Visualisation of online feedback



Face-to-face

- Community workshop hosted at North Carlton Railway Neighbourhood House
- 63 community members shared their ideas and priorities

Online

- 1,200 visitors to the Your Say Yarra page
- 159 visitors submitted ideas and/or voted for ideas
- 111 ideas submitted

Extra

- Stakeholder meeting held with local schools, community groups and resident groups

Project reach

- Social Media campaign: seen by 18,179 users across Facebook and Twitter
- 1,500 postcards delivered to surrounding area
- Yarra Life article sent to 10,000 subscribers
- 3 A1 signs displayed at the site

Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



CONSULTATION SUMMARY – ROUND 1 – MARCH 2018

Online feedback summary

List of words that received double-digit uses/votes from participants.

- | | |
|--------------------------|------------------|
| • garden, 430 uses/votes | • petanque, 18 |
| • community, 355 | • plots, 17 |
| • food, 69 | • thriving, 16 |
| • space, 65 | • public, 14 |
| • green, 62 | • land, 13 |
| • vegetable, 54 | • nature, 13 |
| • outdoor, 40 | • play, 13 |
| • climbing, 34 | • volunteer, 13 |
| • wall, 34 | • arts, 12 |
| • bocce, 31 | • coffee, 12 |
| • share, 31 | • forest, 12 |
| • open, 29 | • lush, 12 |
| • free, 26 | • sovereign, 12 |
| • beautiful, 22 | • treaty, 12 |
| • children, 22 | • Wurundjeri, 12 |
| • collaborative, 22 | • shelter, 11 |
| • multipurpose, 19 | • trees, 10 |
| • new, 19 | |

Community workshop themes

Shared views

- Social inclusion and isolation is very important to the community.
- The space should function as part of the cluster of community uses around the neighbourhood house.
- The space should be for the community, accessible by all.
- A mix of uses may help the space appeal to everyone.
- Vegetation selection should be low maintenance to ensure the space looks tidy and discourage vandalism.
- Productive plants such as fruit trees and herbs may also conserve space and allow more areas for seating and socialising.
- Space should be high quality, and enhance the amenity of the local area.

- The design and maintenance of the space were identified as key considerations here.
- Allowing the space to be programmed with activities and events is important.
- Noise generating uses are not appropriate, especially active sports like basketball.

Differing views

- The use of space as community garden. All participants appeared to agree that an 'allotment' style community garden was not appropriate, but there was much discussion about what other form this might take.
- Retention of the bocce courts. Some people felt they were current not used and should not be retained, while others felt they were an important part of the site's heritage, and regular maintenance would encourage use.

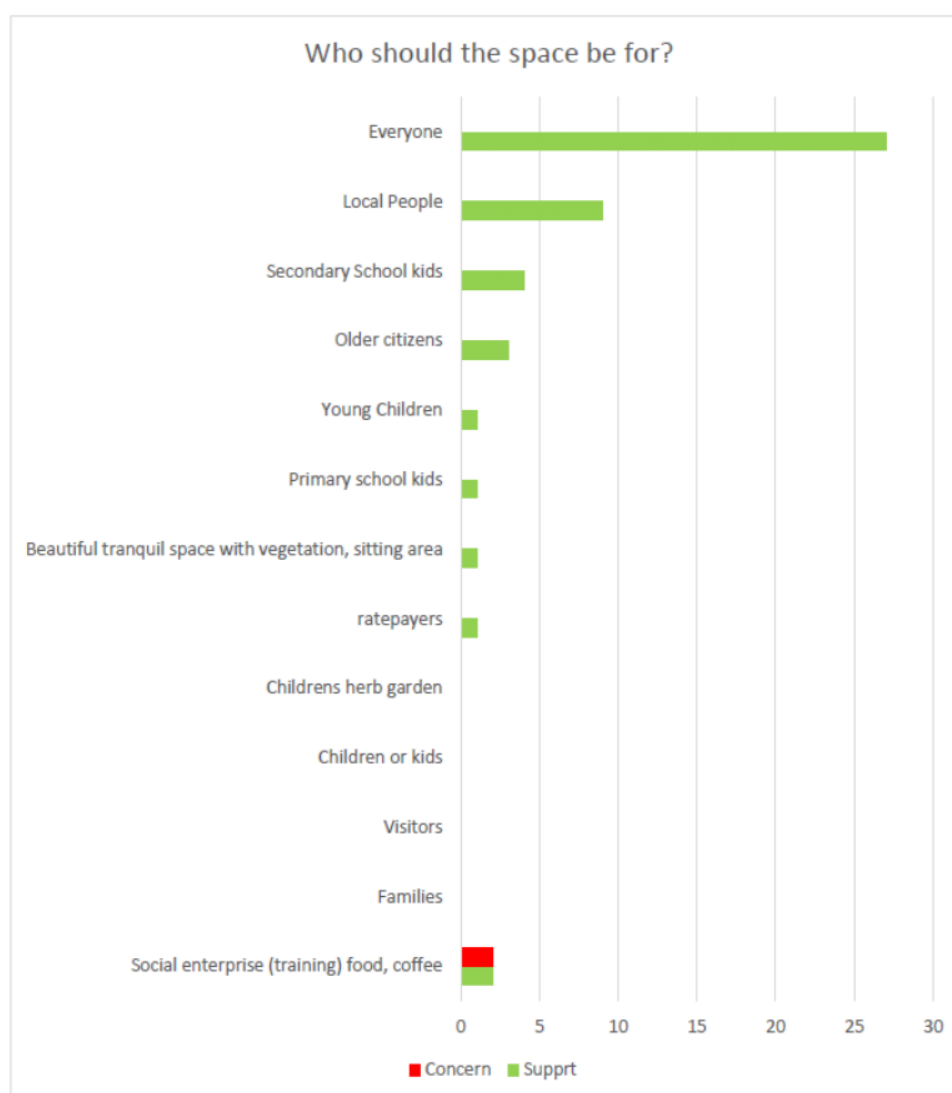
Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



CONSULTATION SUMMARY – ROUND 1 – MARCH 2018

Community workshop questions

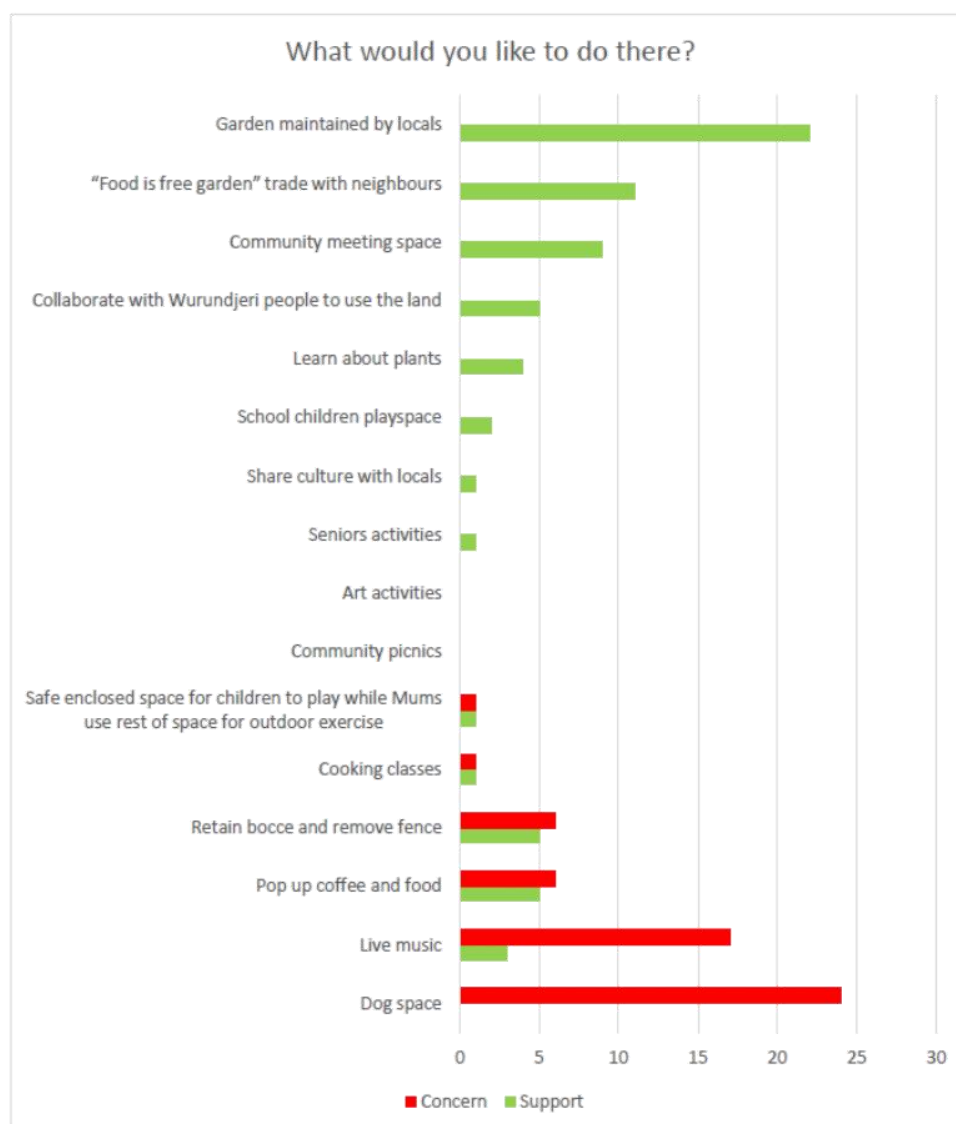
Summary of responses.



Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



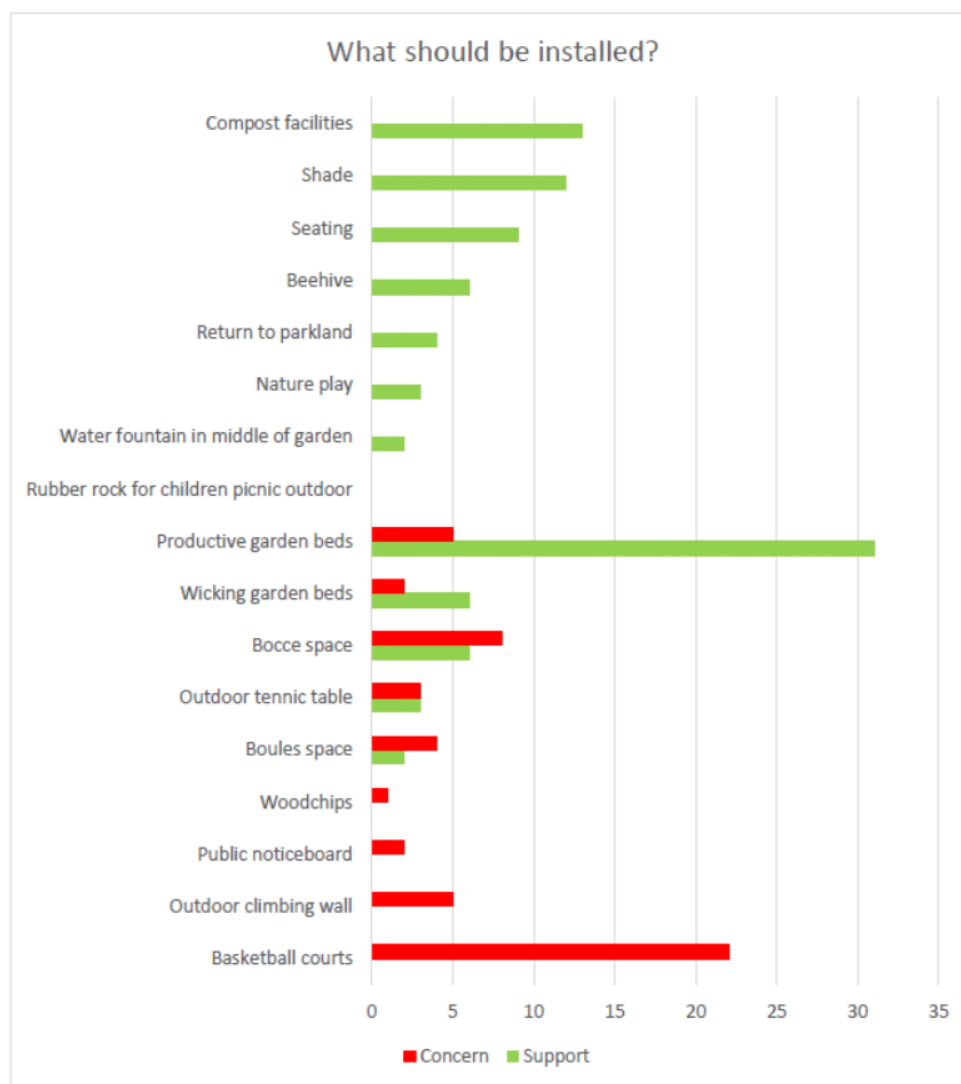
CONSULTATION SUMMARY – ROUND 1 – MARCH 2018



Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



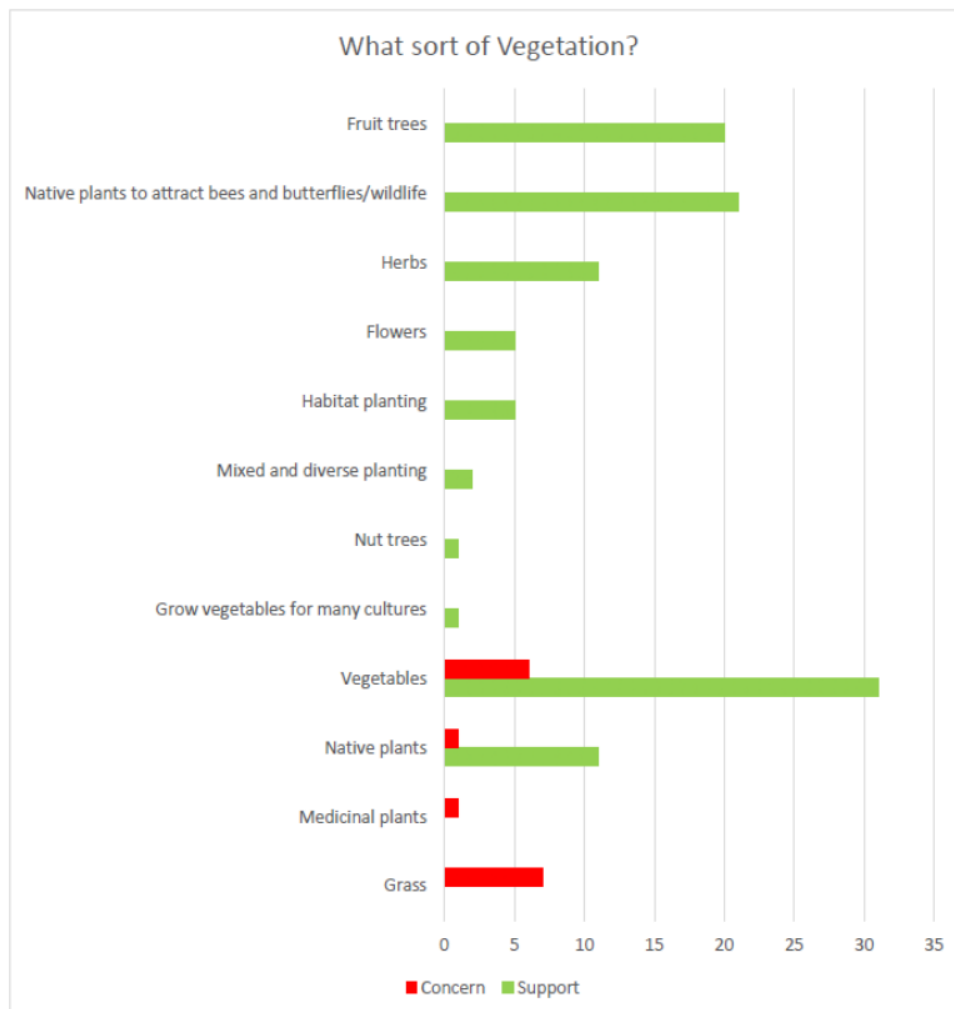
CONSULTATION SUMMARY – ROUND 1 – MARCH 2018



Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



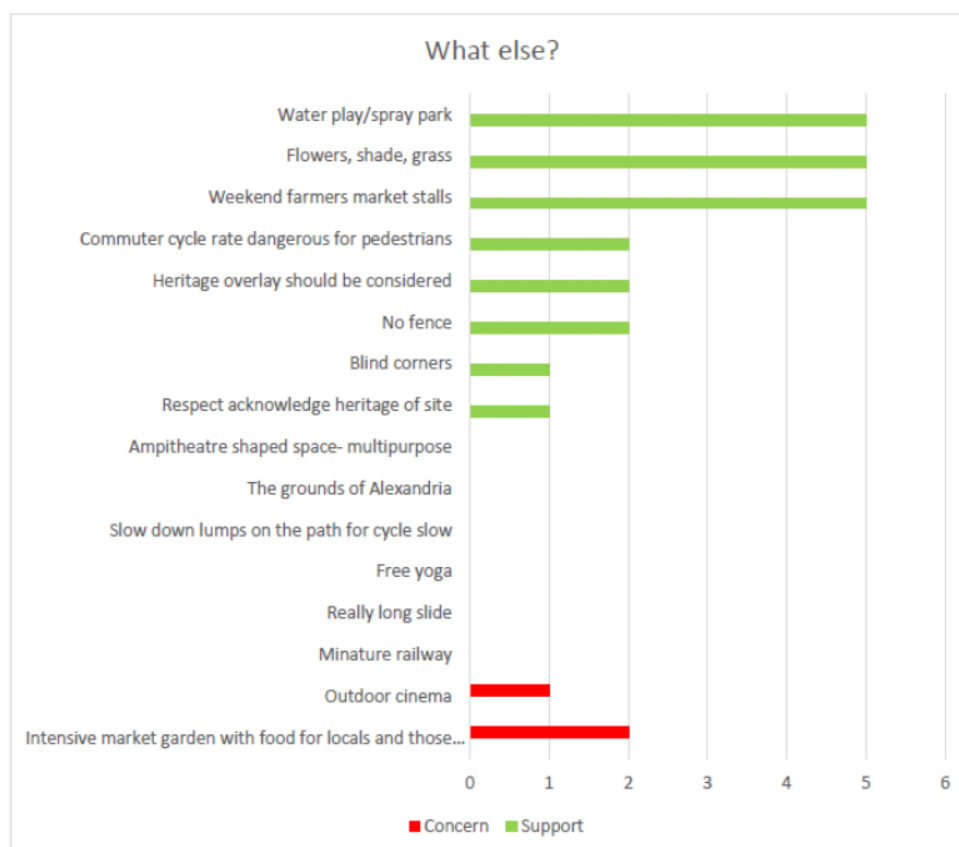
CONSULTATION SUMMARY – ROUND 1 – MARCH 2018



Attachment 1 - Hardy Gallagher Consultation Summary - Round 1



CONSULTATION SUMMARY – ROUND 1 – MARCH 2018



Attachment 2 - Hardy Gallagher Consultation Summary - Round 2 (002)

Community growing space for Hardy Gallagher Reserve



CONSULTATION SUMMARY – ROUND 2 – APRIL/MAY 2019

The North Carlton Railway Neighbourhood House has prepared a draft design for a community growing space in Hardy Gallagher Reserve. We recently asked our community to review the updated draft and provide feedback.

Level of engagement

864	96	3	20
unique visitors to the project page	online survey responses	email submissions	info session attendees (feedback reflected in online survey)

Support for draft design (survey results)

87%	8%	5%
highly supportive	moderately supportive	Unsupportive

Five of the most popular features

45	24	21	17	13
mentions	mentions	mentions	mentions	mentions
spaces for growing plants, vegetables and/or fruit	retaining space for bocce and other activities	a communal space for everyone to enjoy	Raised planter beds and other accessibility features	inviting, attractive and/or open design

Five of the most requested changes

8	6	4	3	2
mentions	mentions	mentions	mentions	mentions
add more sustainability and recycling features (e.g. raingarden)	increase, improve or relocate seating	preference for a less ridged/formal garden layout	concern around access for broader community and allocation of plots	find ways to represent the Wurundjeri heritage of the site

Attachment 2 - Hardy Gallagher Consultation Summary - Round 2 (002)

Community growing space for Hardy Gallagher Reserve



CONSULTATION SUMMARY – ROUND 2 – APRIL/MAY 2019

Full list of most popular features

Sentiment	No. Mentions
Shared spaces for growing plants, vegetables and/or fruit	45
Retaining space for bocce and other activities	24
A communal space for everyone to enjoy	21
Raised planter beds and other accessibility features	17
Inviting, attractive and/or open design	13
Seating	10
Composting and worm farming to minimise food waste	8
Educational	6
Connection with neighbourhood house	5
Makes better use of an underutilised space	4
Removal of fences	3
Trees	3
Helps people with limited access to open space	2
Location	2
Extension of pavement	1
Great organising group	1
More green space	1
Open space	1
Raised wall	1
Ready to proceed	1
Storage	1
TOTAL	170

Attachment 2 - Hardy Gallagher Consultation Summary - Round 2 (002)

Community growing space for Hardy Gallagher Reserve



CONSULTATION SUMMARY – ROUND 2 – APRIL/MAY 2019

Full list of suggested improvements

Sentiment	No. Mentions
Add more sustainability and recycling features	8
Increase, improve or relocate seating	6
Preference for a less rigid/formal garden layout	4
Concern about limits on community access and allocation of plots	3
Find ways to represent the Wurundjeri heritage of the site	2
Add more raised planter beds	2
Add playground space for children	2
Concern about graffiti or vandalism	2
Remove remaining bocce court	2
Add a café	1
Add a kitchen	1
Add a permanent table	1
Add more trees	1
Allow young people to get involved by painting murals at the site	1
Change position of certain plantings	1
Compost should be accessible at all hours	1
Concern about ongoing upkeep	1
Concern about worm farming/compositing	1
Concern that the site will attract rodents	1
Create central gathering space	1
Don't spend money on this project	1
Ensure management model for water and compost is workable	1
Ensure room for large tools like wheelbarrows	1
Ensure sufficient shade	1
Ensure that there are too many design elements – leave room to evolve	1
Ensure the site is wildlife safe (no nets or barbwire)	1
Expand site to the south to include more garden beds	1
Extend the paved section further	1

Attachment 2 - Hardy Gallagher Consultation Summary - Round 2 (002)

Community growing space for Hardy Gallagher Reserve

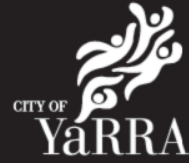


CONSULTATION SUMMARY – ROUND 2 – APRIL/MAY 2019

Garden beds should be wider	1
Include a place that allows community members to leave and collect surplus produce	1
Include exercise equipment	1
Incorporate a built-in watering system	1
Install security cameras	1
Install security lighting	1
Long beds need midway crossing point	1
Make it a scented, ornamental garden	1
Make the garden beds and bocce court parallel	1
More fruit and nut trees	1
Needs bicycle parking facilities	1
Provide educational signage	1
Replace concrete and rocks with grass	1
Replace fencing	1
Replace gravel with pavement	1
Retain more space for bocce	1
Suggestion that the works aren't necessary	1
TOTAL	68

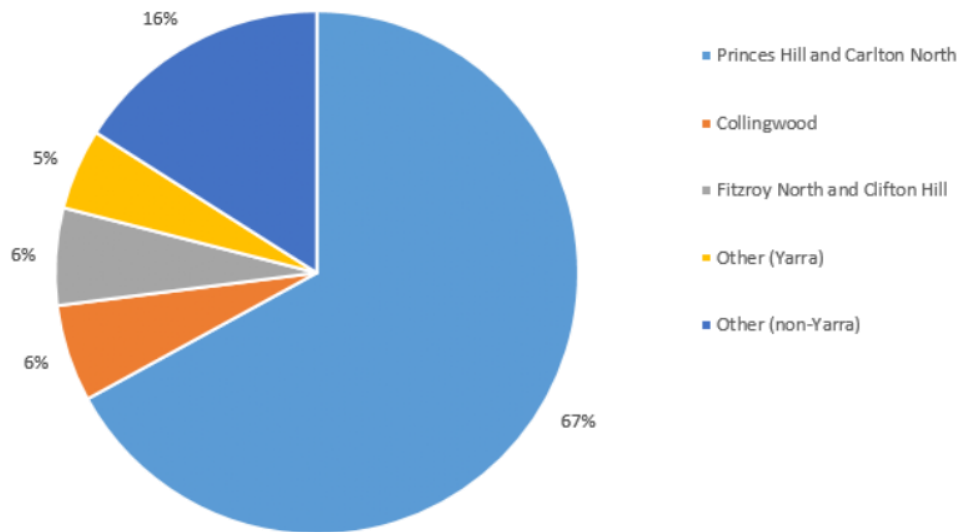
Attachment 2 - Hardy Gallagher Consultation Summary - Round 2 (002)

Community growing space for Hardy Gallagher Reserve



CONSULTATION SUMMARY – ROUND 2 – APRIL/MAY 2019

Where do the survey respondents live?



Attachment 3 - Hardy Gallagher Consultation Flyer - Round 2

Community growing space for Hardy Gallagher Reserve



Share your feedback on the draft plan for a community growing space in Hardy Gallagher Reserve.

The North Carlton Railway Neighbourhood House has prepared a draft design for a community growing space in Hardy Gallagher Reserve. The site will also retain one lane for bocce.

We are now inviting your feedback on the draft plan shown on pages 2 and 3 of this flyer.

In March 2018 the community expressed overwhelming support for a community growing space in this location. In light of this, Council decided to support the idea and asked the neighbourhood house to prepare a draft design.

The growing space will see community members come together to share fresh produce, swap gardening tips, and embrace sustainable lifestyles. There will be opportunities for classes and workshops, and it will be of great benefit to people without a garden of their own.

Following redevelopment, the site will continue to be available for community use, and it will be managed by the neighbourhood house under a formal agreement with Council.

What sort of feedback are we looking for?

- What is your level of support for the draft plan – highly supportive, moderately supportive or not supportive?
- What elements of the draft plan do you like most?
- What changes would you like to see, if any, to the draft plan?

Note: We are seeking feedback on the draft design itself, not on the basic purpose of the site, which was decided following earlier consultation with the community.

Next steps

Feedback will be provided to the neighbourhood house to help them update their draft plan, which will be subject to Council approval.



Have your say

Online

Visit yoursayyarra.com.au/hgr2019 to learn more about the draft plan and to submit your feedback.

In person

Join us on Saturday 13 April 2019 at the pavilion at North Carlton Railway Neighbourhood House in Hardy Gallagher Reserve, Princes Hill.

Drop in any time from 12 noon to 2pm to ask questions and provide feedback.

Email

info@yarracity.vic.gov.au (subject: Hardy Gallagher Reserve)

Mail

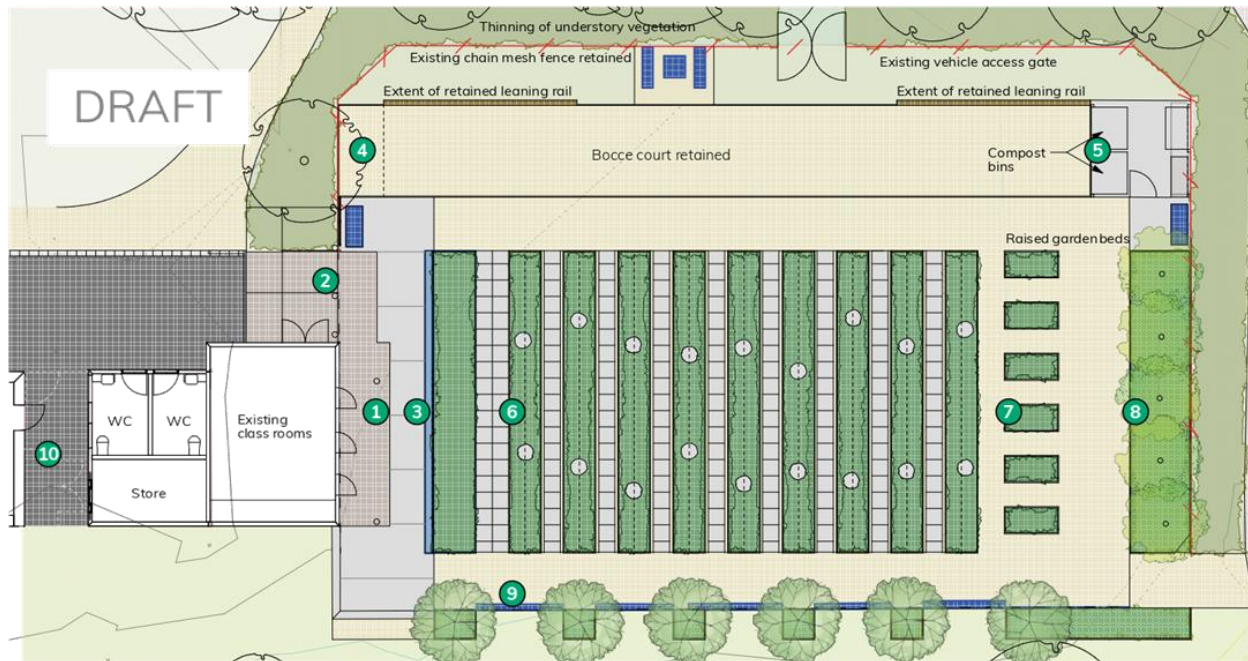
PO Box 168, Richmond VIC 3121 (Attention: Advocacy and Engagement Branch)

Consultation closes Friday 3 May 2019.



Attachment 3 - Hardy Gallagher Consultation Flyer - Round 2

Community growing space for Hardy Gallagher Reserve



Key design elements

- 1 Expand pavements around the pavilion for use by groups and classes. Adjust ground levels to provide access for people with disability
- 2 Remove chain mesh fence and gate to create open access to the garden
- 3 New raised garden planter with seating edge
- 4 Extend bocce court to enable shortening to the east
- 5 Compost and potting area
- 6 Linear food garden beds at ground level for seasonal growing
- 7 Raised garden beds with disability access
- 8 Herbs and citrus growing bed
- 9 Remove chain mesh fence, level site and create retaining wall at southern end which will double as seating and interspersed with trees
- 10 Existing tool shed / storage area



CS-A



3D artist impression



3D artist impression

Attachment 3 - Hardy Gallagher Consultation Flyer - Round 2

Community growing space for Hardy Gallagher Reserve



Consultation timeline



More information

If you have any questions about the draft plans, contact our Open Space team on **9205 5555** or **info@yarracity.vic.gov.au**

Previous consultation

In March 2018 we invited the community to share their vision for the underutilised bocce courts at Hardy Gallagher Reserve.

Community members submitted more than 100 suggestions, and the idea of a community growing space emerged as the overwhelming favourite.

Other themes included the idea that the site should be accessible to the entire community, and that it should continue to support bocce and similar uses.

Visit yoursayyarra.com.au/hgr2019 for more detail on the previous round of consultation.



National Relay Service TTY 133 677 then (03) 9205 5555

Languages		Italiano	9280 1931
العربية	9280 1930	Español	9280 1935
中文	9280 1937	Tiếng Việt	9280 1939
Ελληνικά	9280 1934	Other	9280 1940
REF 18251			

11.2 Amendment C231 - Queens Parade - Response to submissions

Executive Summary

Purpose

The purpose of the report is to:

- (a) outline officers' responses to submissions received following the exhibition of Amendment C231;
- (b) advise Council of the options under the *Planning and Environment Act 1987* on how to proceed with the amendment;
- (c) outline the key recommendations for amendments to the Exhibited Design and Development Overlay (**DDO**);
- (d) recommend that Council requests the appointment of an independent planning panel to consider all submissions; and
- (e) outline the next steps for advancing the amendment in accordance with the requirements of the *Planning and Environment Act 1987*.

Key Issues

Council exhibited Amendment C231 during October and November 2018. A total of 399 submissions were received. A number of the submissions seek competing changes to the amendment. Council cannot resolve these differences to the satisfaction of all submitters.

Under Section 23 of the *Planning and Environment Act 1987*(**the Act**), Council must either:

- (a) Change the amendment in the manner requested; or
- (b) Refer the submissions to an independent Planning Panel; or
- (c) Abandon the amendment or part of the amendment.

Under Section 23 of the Act, Council may refer to the Panel submissions which do not require a change to the amendment.

Officers recommend all submissions be referred to a planning panel for consideration and provide recommendations to back to Council.

Financial Implications

There are substantial costs associated with this panel process. They include planning panel costs and fees, legal representation and the engagement of urban design, heritage, planning, traffic and economic experts who provide evidence on behalf of Council.

PROPOSAL

In summary, that Council:

- (a) requests the appointment of an independent planning panel to consider all of the submissions;
- (b) refers all submissions, including late submissions, to an independent planning panel;
- (c) adopts a position of support for Amendment C231 generally in accordance with the officer's response to the submissions as contained in the officer's report and attachments; and
- (d) submits to the planning panel that Amendment C231 should be recommended for approval subject to the highlighted changes made to the exhibited DDO amendment.

11.2 Amendment C231 - Queens Parade - Response to submissions

Trim Record Number: D19/76352

Responsible Officer: Acting Director Planning and Place Making

Purpose

1. The purpose of this report is to:
 - (a) outline officers' responses to submissions received following the exhibition of Amendment C231;
 - (b) advise Council of the options under the Planning and Environment Act 1987 for how to proceed with the amendment;
 - (c) outline the key recommendations for amendments to the Exhibited DDO;
 - (d) recommend that Council requests the appointment of an independent planning panel to consider all submissions; and
 - (e) outline the next steps for advancing the amendment in accordance with the requirements of the Act.

Background

2. Council prepared Amendment C231 to introduce built form controls for new development along Queens Parade, Fitzroy North. Council engaged Hansen Partnership to provide urban design advice and GJM Heritage to provide heritage advice which formed the basis of the controls in the amendment.
3. The timelines for the introduction of permanent built form controls can take between 1 – 2 years to progress through the statutory process. In order to provide built form controls in the interim, Council requested the Minister for Planning (**The Minister**) to introduce DDO16 and DDO20 into the Yarra Planning Scheme. The Minister approved both requests, with the interim controls expiring in January 2020.
4. Amendment C231 is intended to replace these interim controls with permanent ones.
5. Amendment C231 was publicly exhibited during October to November 2018. The amendment seeks to apply new built form controls and make other changes to planning provisions along Queens Parade.
6. A total of 399 submissions were received, including a late petition with 44 signatories.
7. Council is required under section 23 of the Act to consider all submissions, as part of the process of the amendment.
8. As part of this process, at a Special Council Meeting on 12 March 2019, Council heard from submitters. Approximately 30 people addressed the Council at that meeting.
9. Included within the officer report prepared for the special meeting on 12 March was the following information:
 - (a) A description of key elements of the amendment;
 - (b) An outline of the exhibition of the amendment;
 - (c) A description of the interim built form controls that currently apply in Queens Parade via DDOs 16 and 20 to the Yarra Planning Scheme;
 - (d) A breakdown of the submissions received; and
 - (e) The key issues raised by submitters.
10. The officer report from 12 March 2019 included:

- (a) A map of where submitters came from (refer Attachment 1);
 - (b) A summary of each individual submissions (refer Attachment 2);
 - (c) A summary of the issues raised (refer Attachment 3); and
 - (d) A summary of the issues raised by precinct (refer Attachment 4).
11. At its meeting on 28 May 2019, Council must now formally consider the officer response to submissions and *recommended* adjustments to the proposed amendment. Council must then resolve whether to refer the amendment and submissions to a planning panel.
12. Council is not able to make changes to the exhibited amendment at this time. It will however be recommended that Council submit to the panel that it should recommend approval of Amendment C231 subject to the changes described in this report.

Section 23 of the Act – considering changes to the amendment

13. Under Section 23 of the Planning and Environment Act 1987, Council must either:
- (a) Change the amendment in the manner requested; or
 - (b) Refer the submissions to an independent planning panel; or
 - (c) Abandon the amendment or part of the amendment.
14. Council received a total of 399 submissions to the amendment. As a consequence of the range of submissions received and the variety of suggested positions, it is not possible to suggest amendments in the manner promoted in the submissions due to the complexity and in some instances conflicting issues raised.
15. Accordingly, it is recommended that Council refers all submissions, including any late submissions to the planning panel and request that panel recommend approval of Amendment C231 with changes to the exhibited amendment consistent with Council's submissions as informed by the recommendations in this report.
16. In response to the various submissions, officers have outlined the changes which Council should submit for consideration by the panel. Then, assuming that the panel supports Council's submissions, Council can adopt those recommendations at the next stage of the amendment process when it considers the panel report.

Officer approach to submissions

17. Council will be expected to respond to all the issues raised by submitters noting that they cover a variety of themes.
18. Additional analysis and modelling has been undertaken to investigate the issues raised in submissions including the following key issues:
- (a) 3D modelling: A principal issue raised within the submissions is building heights and setbacks, particularly within precinct 4. In order to test the various submissions made in relation to heights and setbacks, officers engaged Ethos Urban to undertake 3D modelling to test a variety of options as outlined in the submissions. The modelling has informed the changes that officers recommend be proposed to the panel in relation to heights and setbacks within precinct 4 and other built form changes within other precincts;
 - (b) Capacity of the laneways: Another of the key issues raised was the impact of additional development on the laneways and the ability of these laneways to accommodate new development. To understand laneway capacity, officers engaged Traffix Group to examine whether the lanes can accommodate the anticipated level of traffic, whether the lanes are a constraint to development and whether there are any traffic engineering solutions to improve laneway access;
 - (c) Planning applications and approvals: Given the range of considerations raised in the submissions, officers have undertaken a detailed analysis of the development applications and approvals along Queens Parade which has provided another form of

testing of built form outcomes raised in submissions including assessments against the interim DDO to inform any changes required to the permanent control;

- (d) A review of DDOs in other planning schemes to inform recommended changes to the Queens Parade DDO in response to submissions; and
- (e) Grading of heritage buildings: Some submissions raised concerns about the grading of a number of heritage properties. Officers referred the submissions to GJM Heritage for further advice.

Important factors

19. There are a number of factors to be considered when submitting to the panel that it should recommend changes be made to the exhibited amendment.
 - (a) Any recommended change need to arise from the submissions or be in response to the submissions received;
 - (b) There needs to be a balance between heritage considerations and facilitating development and for the amendment to demonstrate a sound strategic basis to both the planning panel and the Department of Environment, Land, Water and Planning (DELWP). (The amendment is ultimately approved by the Minister for Planning then gazetted after which it is included in the Yarra Planning Scheme);
 - (c) The DDO is one part of the planning scheme which must be taken into account. It is not a defacto heritage control. It must focus on design and development and achieve acceptable outcomes in the context of the overall policy framework relevant to activity centres and housing. The DDO provides the built form parameters and is one of a number of planning controls in addition to policy which must be taken into account when determining a planning permit application; and
 - (d) Council must comply with the provisions of the *Planning and Environment Act 1987* to balance competing objectives in favour of net community benefit.

Proposed changes to the amendment recommended by officers

20. Officers are proposing that the Council submission regarding the amendment outline a number of changes for consideration by the panel in response to the submissions. The recommended changes would improve the amendment in response to submissions and built form outcomes being sought by the DDO.
21. Officers are also proposing to submit that two minor errors in the exhibition material should be addressed and corrected.
22. One is a mapping error that included the Aquila apartments at 496-500 included in the map of the area affected by the amendment; these apartments are not included in the amendment and should be deleted from the map.
23. The second error relates to the description of what the amendment does in the explanatory report. It states that the former Clifton Motors building at 201-217 Queens Parade and 10-12 Dummett Crescent is to be removed from HO330.
24. The former Clifton Motors garage was included on the Victorian Heritage Register (VHR) in May 2018. Ordinarily when a building is included on the State Heritage Register, it is given an individual Heritage Overlay number. Currently this is not the case as the building is included in HO330 which covers much of the Queens Parade precinct.
25. There is no need for this amendment to remove the former Clifton Hill Motors garage from HO330 at this stage. Heritage Victoria will prepare a planning scheme amendment in the coming months to include this site (former Clifton Motors garage) in an individual heritage overlay, concurrently, the amendment will also remove the site from HO330. The remainder of the land (201-203 and 213-217 Queens Parade and 10-12 Dummett Crescent) will remain within HO330.

26. Attachment 5 to this report includes a “track changes” version of the DDO in response to the issues raised in the submissions. It highlights the changes officers suggest that the Council submits that the panel should recommend be made to the exhibited DDO. Attachment 6 contains a clean version of the revised DDO without track changes. Attachment 6 to this report contains a detailed response to each of the submissions. It responds to both the key issues raised and those issues raised by precinct.

Response to key issues

Visibility, height and setbacks

Issue

27. Submitters expressed strong concerns that the amendment would undermine the heritage value of Queens Parade. Submitters considered that the significance of heritage buildings and the heritage streetscape would be lost; specifically the intact buildings and heritage skyline which are key features of Queens Parade.
28. Their concerns related to the appropriateness of building heights, particularly in precinct 4 and the adequacy of upper level building setbacks and their impact on visibility of new additions.
29. In particular, submitters want new development in precinct 4 to not be visible from the opposite side of Queens Parade, which has a 60 metre width.
30. Submitters argued that taller development at the former Gas Works site as well as in precincts 2 and 5 illustrate that Queens Parade is accommodating its share of new development. They argued that heritage protection should be prioritised in precinct 4 with a reduction in the development potential within this precinct.
31. The newly formed Coalition of Heritage Protection in Queens Parade (Coalition) (representing key resident and heritage groups) has proposed an alternative DDO which would allow new development to a height of 4 storeys but with larger upper level setbacks to ensure any new development is not visible from the street above existing parapets. Residents want to see sky retained behind the parapet of existing buildings.
32. In relation to this issue, residents submitted that the summary of issues (attached to the Council report on 12 March 2019) be amended to clarify that over half the submissions expressed the desire that there be sky visible behind the parapet and not built form. The summary of submissions has been amended to reflect that.
33. The Coalition also requested upper level setbacks protect the principal roof form based on the heritage grading of the buildings.
34. Concerns about heights and setbacks were expressed for other precincts but to a lesser extent. Submitters also wished to ensure that controls in the DDO were ‘mandatory’ to provide certainty and remove the need for lengthy and costly VCAT hearings arguing over discretionary controls.

Response

35. Officers understand the submitters’ view but consider that an approach which seeks to ensure there is no visibility of upper levels is unreasonable, especially given the 60 metre width of Queens Parade (substantially wider than other “high streets” in Yarra’s activity centres). A ‘no visibility’ test is not supported in planning or heritage policy; neither is it a usual test in activity centres or applied to residential areas. Officers also note that there are already a number of 4 and 5 storey approvals which do not produce this outcome.
36. However, officers do support a number of recommended changes to the amendment which, in combination, would reduce the scale and visibility of development while still providing for reasonable development capacity.
37. Following further analysis and modelling, officers consider that there is strategic justification to recommend changes to the amendment, in precinct 4.

Precinct 4

Height

38. In response to the submission and the further testing undertaken, it is recommended that building heights are reduced from 6 storeys mandatory to 4 storeys mandatory as illustrated in the table below.
39. Officers note that 6 storeys was intended as an overall building height 'cap' to prevent excessive development and it was not intended to indicate that every site could be built to 6 storeys. Given the mix of property sizes and constraints, buildings would most likely range in height from 4-6 storey. However, officers consider that the additional testing that has been undertaken for this precinct shows that a 4 storey height can be justified as it reduces the visual impact of new development and better respects the heritage significance of the building façades as they present to Queens Parade. It is considered that the height reduction would not substantially reduce the development capacity of the wider Queens Parade activity centre (given larger scale development is occurring in precincts 2 and 5 and on the Gasworks sites). The recommended changes would give greater weight to heritage, but balance this with reasonable development capacity.

Setbacks

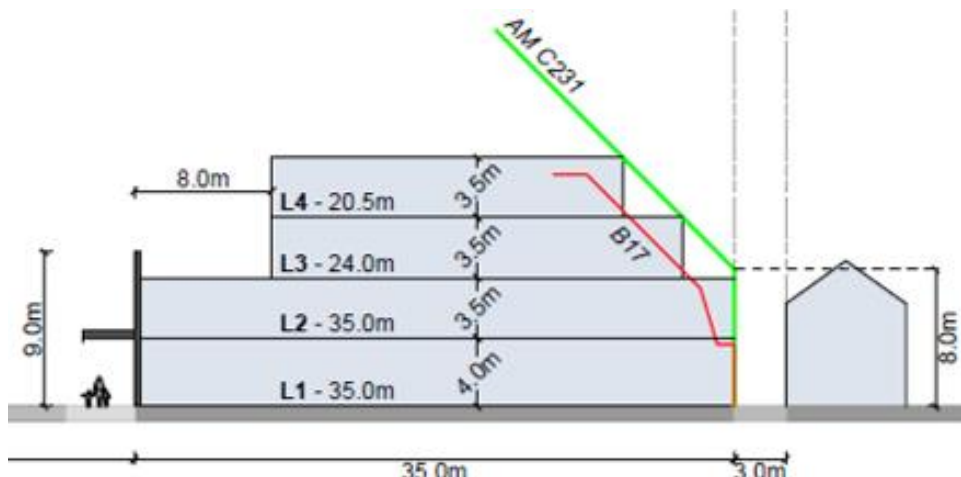
40. It is recommended that setbacks proposed are increased from 6 to 8 metres to make the upper levels of new development more recessive and maintain the character of the existing heritage streetscape.
41. An 8 metre minimum is an improved heritage outcome ensuring a larger proportion of the principal building roof is retained. The outcome also ensures that the parapets / silhouettes of buildings remain prominent with the greater retention of key building elements including chimneys.
42. Officers do not support the Coalition's proposal to vary upper level setbacks further. The proposed new 8 metre setback as a mandatory minimum requirement appropriately responds to the heritage context of the Queens Parade precinct.
43. Officers suggest that a reduction in height and an increasing of the setbacks requirements as outlined above strikes an acceptable balance between providing good heritage protection and reasonable development capacity within the activity centre.
44. Officers note that even lower heights and greater setbacks than those recommended would make the pursuit of mandatory controls more difficult.
45. As outlined above, to pursue a test of no visibility above the existing buildings would not be necessary or appropriate in all cases and therefore it would be unlikely to be reasonable to apply mandatory controls in this way. It is suggested that in any event a control drafted in this way is unlikely to meet the guidelines set out in the Practice Note for height and setback controls in activity centres.

Rear interfaces with residential

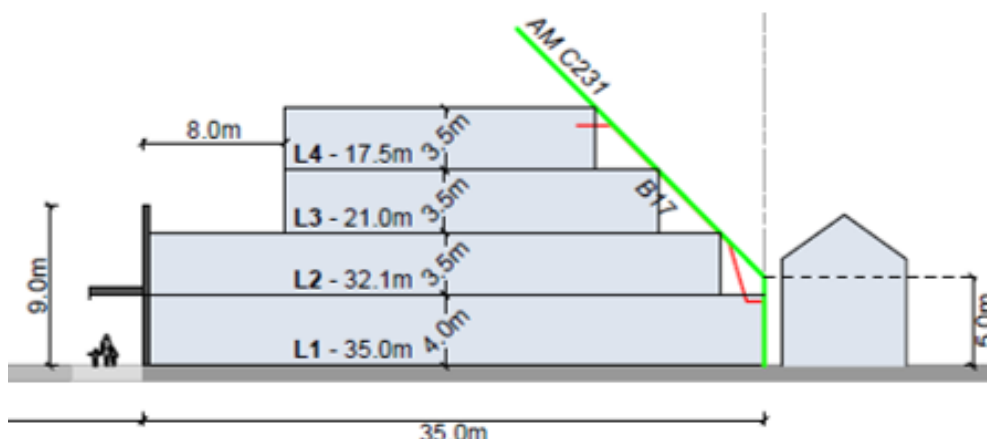
Issue:

46. A number of submitters, particularly in Hodgkinson and McKean Streets that directly adjoin the centre expressed concerns about the impacts of 6 storey development on their amenity. Key concerns were overlooking, building bulk and overshadowing.
47. The exhibited amendment proposed the following rear setbacks:
 - (a) In the case of a (commercial) property with a laneway to the rear: the building can be built to a height of 8 metres on the boundary and then is set back at 45°; and
 - (b) In the case of a (commercial) property with no laneway to the rear: the building can be built to a height of 5 metres on the boundary and then is set back at 45°.

48. A number of submissions suggested that the ResCode B17 setback is a better alternative. In the case where there is a laneway that separates the commercial and residential land, the B17 setback line would set development back further (see diagram below). Officers are persuaded that rear setbacks could be amended in a manner similar to B17 to provide improved residential amenity to the rear.



49. In the case where there is no laneway separating the residential and commercial land, there is virtually no difference between the exhibited amendment and B17 setback line (see diagram below). In this circumstance however, as there is no laneway separating the two land uses, development is set closer to existing residential uses which provides less amenity protection than in the case of there being a laneway.



Response:

50. Officers support recommending changes to the rear setbacks and consider a standard similar to the setback requirement of B17 would provide improved residential amenity to the rear. Officers also consider that there is a need to provide greater protection for residential amenity in the case where there is no laneway separating the new development on the Commercial 1 land from existing residential development.
51. In the case where there is a laneway separating the residential and commercial land, a modified ResCode Standard B17 setback is proposed. This would enable development up to 4 metres in height to be built on the boundary with the lane. The building would then step back in height away from the boundary. The key change from ResCode is the modified standard provides for a 4 metre commercial ground floor rather than a 3.6 metre ground floor.
52. In the case where there is no laneway, officers recommend a three metre setback at ground level. The modified B17 standard as described above is then applied. The three metre setback would provide the same level of protection provided by a 3 metre laneway.

53. Residents have expressed a preference to have this control mandatory, however B17 is not a mandatory control when it is applied in residential zones and consequently could not be applied as mandatory in this situation.
54. In addition to changes to the rear setback, officers are proposing to include a specific overshadowing control in precincts 3 and 4 to protect adjoining residential properties from additional overshadowing at the equinox, which is the accepted urban design standard to apply when assessing overshadowing.

Access via lanes

Issue:

55. As outlined in paragraph 19, the impact of additional development on the laneways and the ability of the laneways to accommodate new development was raised as an issue by submitters.

Response:

56. Traffix Group (consultants) has advised that while some of the laneways are narrow, they are not a substantial constraint to development and access can be managed.
57. They note that some are more suited to carry additional traffic than others. Laneways that have a dead end or are not continuous are more limited in their development potential. Some lack splays at critical corners that limit their functionality or capacity. These constraints, however, do not mean that any additional traffic in the laneways is unacceptable.
58. These issues can be readily dealt with at the planning permit stage. For example, an applicant can apply for a reduction in car parking, including a reduction to zero. Additionally where an applicant wants to provide parking, at permit stage an applicant could be required to provide a setback at the rear that accommodates turning vehicles. The way each site deals with parking based on the physical context of each site and is best dealt with at the planning permit stage.

Viability of retail

Issue:

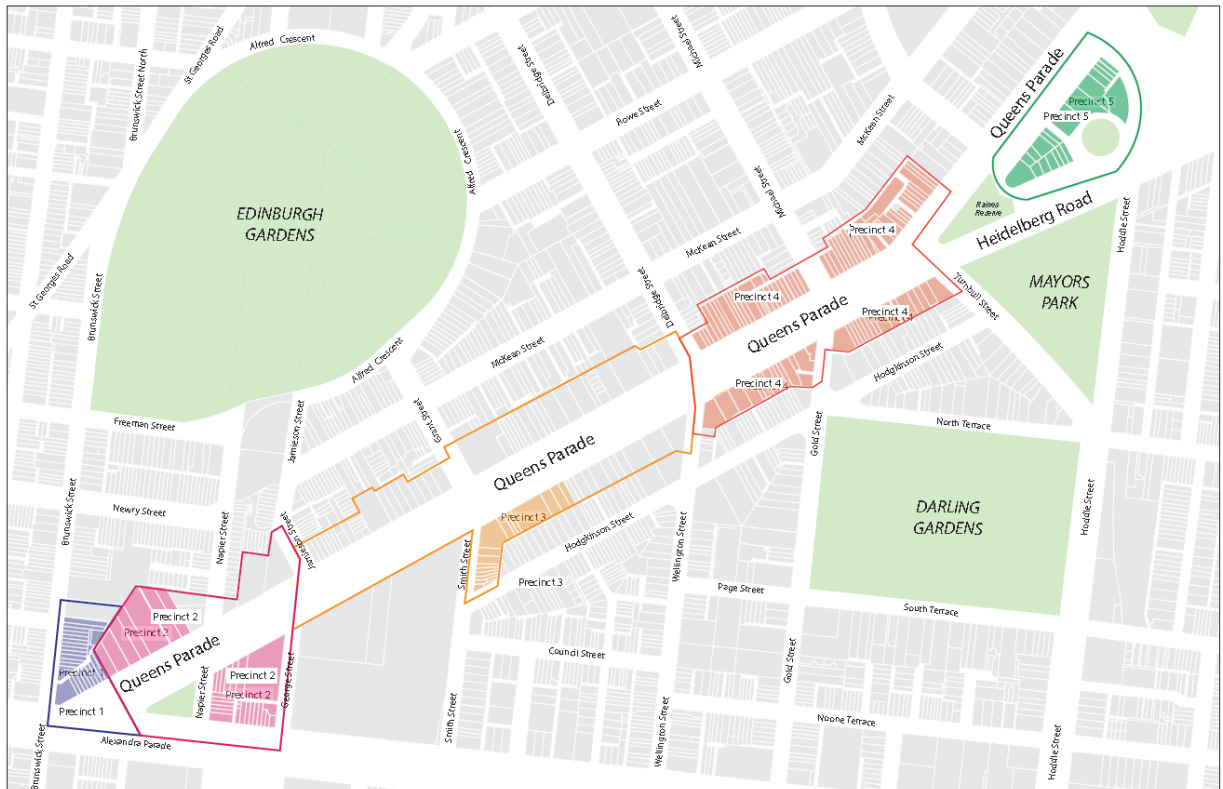
59. Submitters, especially traders expressed concerns about the impacts of the DDO on the size of retail spaces that may be created, construction impacts and the ability to access retail premises from the rear. Some traders also expressed concern about the financial investment they had made in buildings without being the owner of the building.

Response:

60. Officers note the traders concerns about potential changes to the centre, however construction issues are not a specific planning issue and are dealt with at the building phase (through various processes). Issues associated with land tenure and commercial leases are not planning issues either. These issues exist with or without a DDO and are not impacted by this amendment.

Specific changes by precinct

61. Officers have prepared a Preferred Version of the DDO to reflect the changes that are recommended to the exhibited DDO in response to the submissions received. so as The table below summarises the main changes officers recommend be made to the amendment and which are reflected in the Preferred Version of the DDO forming an attachments to this report. The map below illustrates the precincts.



Map 1: Queens Parade precincts in Amendment C231

Table outlining specific changes

Precinct	Exhibited amendment	Description of recommended change
1		No substantive changes proposed
2A		No substantive changes proposed
2B	Includes NRZ land in NE corner of precinct. DDO does not apply to this land.	Deleted reference to this land and renamed precinct 2D to 2B.
2C	<u>Upper level setback</u> 5 metres (preferred) <u>Street wall height</u> 18 metres (preferred) <u>Side and rear setbacks</u> B17	<u>Upper level setback</u> 6 metres (preferred) <u>Street wall height</u> Reduced to 10 metres in Napier Street (mandatory) No other changes to street wall <u>Side and rear setbacks</u> B17 to be replaced with building separation requirements (see below) <u>Side setbacks (preferred)</u> Apply side setbacks above the street wall where windows are proposed. For habitable room windows, a 4.5m setback to the boundary applies. For a commercial or non-habitable room window, a 3m setback to the

		<p>boundary applies. <u>Rear setbacks (preferred)</u> At ground level, set back 4.5 metres from the centre of the lane.</p>
2D	<p><u>Rear setbacks</u> None exhibited</p>	<p><u>Re named 2B</u> <u>Rear setbacks</u> Building to set back 4.5 metres from the centre of the lane (preferred).</p>
3	<p><u>Height</u> 18 metres (5 storeys) (preferred)</p> <p><u>Street wall height (mandatory)</u> 11m at 15-33 Queens Parade 14 metres elsewhere</p> <p><u>View to St John's (mandatory)</u> View line from the centre of the footpath</p> <p><u>Rear setbacks (preferred)</u> 45° above 8 metres from rear boundary to a laneway 45° above 5 metres from rear boundary (no laneway)</p>	<p><u>Height</u> Reduced height of 14m (4 storeys) (mandatory) for heritage shops at 652-662 Smith Street. Created new precinct – precinct 3B. Height in precinct 3A remains at 18m but proposed to be mandatory.</p> <p><u>Street wall height (mandatory)</u> 11m at 15-33 Queens Parade 35-37 Queens Parade – retain existing 14 metres elsewhere in precinct 3A Retain height of existing heritage façade in precinct 3B</p> <p><u>View to St John's (mandatory)</u> Viewpoint to St John's clarified and moved from footpath to pedestrian island at lights as intended in GJM report.</p> <p><u>Rear setbacks (preferred)</u> Modified Standard B17 where there is a laneway 3 metre setback at ground level then modified Standard B17 where there is no laneway</p> <p><u>Overshadowing (preferred)</u> ResCode Standard limiting overshadowing of private open space to be applied</p>
4	<p><u>Height</u> 21.5 metres (6 storeys) mandatory <u>Upper level setbacks (preferred and mandatory)</u> 6 metres, mandatory in significant streetscape area. Preferred elsewhere. <u>Side and rear setbacks (preferred)</u></p>	<p><u>Height</u> 14 metres (4 storeys) mandatory <u>Upper level setbacks (mandatory)</u> 8 metres, all mandatory. Removed reference to significant streetscape. <u>Rear setbacks (preferred)</u> Modified Standard B17 where there is</p>

	<p>45° above 8 metres from rear boundary to a laneway</p> <p>45° above 5 metres from rear boundary (no laneway)</p> <p><u>245 Gold Street</u></p> <p>Zoned Commercial 1 Zone, no rezoning proposed.</p>	<p>a laneway</p> <p>3 metre setback at ground level then modified Standard B17 where there is no laneway</p> <p><u>245 Gold Street</u></p> <p>Rezone to Neighbourhood Residential Zone as requested by property owner.</p>
5A	<p><u>Height</u></p> <p>18 metres (preferred) (applies to the car park of the former UK Hotel only)</p> <p><u>Extent of UK Hotel land on DDO precinct 5 map</u></p> <p>Map incorrectly shows land at 2 Dummett Crescent in precinct 5B but should be in precinct 5A.</p>	<p><u>Height</u></p> <p>Reduced from 18m to 11m to match the height of the parapet or eaves of the former UK Hotel. Height now to be mandatory.</p> <p><u>Extent of UK Hotel land on DDO precinct 5 map</u></p> <p>Map amended to include land at 2 Dummett Crescent in precinct 5A (precinct extended to match land ownership)</p>
5B	<p><u>Height</u></p> <p>1:1 heritage street wall to new built form behind Clifton Motors and 203 Queens Parade, visible from the opposite side of Queens Parade (preferred)</p> <p>28m elsewhere (preferred)</p> <p><u>Street wall (mandatory)</u></p> <p>Match parapet height of former Clifton Motor Garage and eaves line of former UK Hotel</p> <p>11m elsewhere</p> <p>Upper level setback</p> <p>6m mandatory at Clifton Motors</p> <p>6m preferred elsewhere</p> <p><u>Side and rear setbacks</u></p> <p>0m</p>	<p><u>Height</u></p> <p>1:1 street wall requirement deleted but translated into building height</p> <p>201-215 Queens Parade – 18m (mandatory)</p> <p>28m preferred elsewhere (preferred)</p> <p><u>Street wall (mandatory)</u></p> <p>Street wall height now applies to all Queens Parade frontage in precinct 5B</p> <p>4-10 Dummett Cres – remains at 11m</p> <p><u>Upper level setback</u></p> <p>8m mandatory at Clifton Motors</p> <p>6m preferred elsewhere</p> <p><u>Side and rear setbacks</u></p> <p>Apply side setbacks above the street wall where windows are proposed:</p> <p>For habitable room windows, a 4.5m setback to the boundary applies.</p> <p>For a commercial or non-habitable room window, a 3m setback to the boundary applies.</p>
5C	<p><u>Street wall height</u></p> <p>36 metres</p> <p><u>Height</u></p> <p>49 metres (preferred)</p>	<p><u>Street wall height</u></p> <p>18 metres (reduced to provide a better relationship to the street and reduce wind impacts)</p> <p><u>Height</u></p>

	<p><u>Upper level setback</u> 10 metres preferred</p> <p><u>Side and rear setbacks</u> None proposed</p>	<p>43 metres preferred</p> <p><u>Upper level setback</u> 6 metres preferred</p> <p><u>Side and rear setbacks</u> Apply side setbacks above the street wall where windows are proposed:</p> <p>For habitable room windows, a 4.5m setback to the boundary applies. For a commercial or non-habitable room window, a 3m setback to the boundary applies.</p>
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62. An explanation of the changes proposed is outlined below:

Changes to precinct 1

63. There are no substantive changes proposed.

Changes to precinct 2

64. Reference to precinct 2B has been deleted as the site was erroneously included within the DDO map. Land in this precinct is within the Neighbourhood Residential Zone which has an existing height limit of 8 metres.
65. Precinct 2D has been renamed precinct 2B.
66. In Precinct 2C, the upper level setback has been increased from 5 metres to 6 metres to make upper level setbacks within the Queens Parade DDO more consistent.
67. The exhibited DDO requires that the street wall in Napier Street appropriately reflects the two storey heritage terraces on Napier Street. Consequently, the street wall height in Napier Street has been reduced from 18 metres (preferred) to 10 metres (mandatory) to create an appropriate transition to the heritage terraces and to ensure taller development does undermine the heritage values of the streetscape and the existing terraces. To provide more certainty and strengthen the heritage outcomes, both the street wall height and the upper level setback of 6 metres is proposed to be mandatory for Napier Street.
68. The exhibited Side and rear setbacks used ResCode Standard B17. The land is zoned Commercial 2 and the ResCode setbacks are not appropriate in this commercial context. As an alternative, new side and rear setbacks have been included in the preferred DDO. A 3 metre setback for non-habitable room windows and a 4.5 metre setback from habitable room windows from the centre of the lane is proposed.
69. Rear setbacks of 4.5 metres from the centre of the lane are proposed. This would provide a 2-3 metre setback from the property boundary (depending on the width of the existing lane) and would provide a transition of scale and provide a building separation of 9 metres which would avoid the need for screening of windows.

Precinct 3

70. Precinct 3 has been divided into two sub-precincts. Precinct 3A contains the properties orientated to Queens Parade and on the corner of Smith Street. The heritage shops including the former fire station in Smith Street have been included in a newly created sub precinct 3B which seeks to recognise the heritage values of this part of the precinct.

71. Building heights in 3A remain at 18 metres but the height is proposed to be mandatory instead of the preferred height exhibited. Building heights in 3B have been reduced to 14 metres (mandatory) which is the same height as the shops in precinct 4. Upper level setbacks in 3B remain at 6 metres but have been changed from a preferred to a mandatory control.
72. The DDO has restructured the street wall height control to make the exhibited controls clearer.
73. Side and rear setbacks have also been replaced with the side and rear setbacks described in paragraphs 66 and 67 above.

Precinct 4

74. Heights have been reduced from 21.5 metres to 14 metres – a reduction of two storeys. They remain mandatory.
75. Upper level setbacks have been increased from 6 metres to 8 metres and will all now be mandatory.
76. In the exhibited amendment, the mandatory upper level setbacks pertained to the significant streetscape area which has now been removed. This change would not diminish the outcomes sought for the street but aligns with a recommendation from the Johnston Street Panel (Amendment C220) which recommended the upper level setback controls should apply equally to all properties in the Heritage Overlay

Precinct 5

77. In precinct 5A, the height has been reduced from 18 metres preferred to 11 metres mandatory. The height will match the height of the eaves of the former UK Hotel and recognise it as a significant local landmark which is on the Victorian Heritage Register.
78. The extent of the precinct on the DDO map does not match the extent of the property boundary. Land in 2 Dummett Crescent is in the same ownership as the former UK Hotel and is used as the drive through for the fast food restaurant that occupies the site. This land will be removed from precinct 5B on the map and included in precinct 5A.
79. In precinct 5B, the preferred 1:1 building wall requirement (which is complex to interpret) has been replaced with the 18 metre mandatory height. The 18m height reflects the maximum height which could be achieved using the 1:1 ratio. The exhibited preferred height of 28m would continue to apply to lots at 4-10 Dummett Crescent.
80. The street wall height which seeks to match the height of the eaves of the former Clifton Motors garage (mandatory), now applies to the whole Queens Parade frontage in precinct 5B. The street wall height on Dummett Crescent remains unchanged at 11 metres (preferred).
81. The upper level setback has been increased from 6 metres to 8 metres at the former Clifton Motor garage. These requirements will retain it as a significant heritage building in the streetscape.
82. Side and rear setbacks have also been replaced with the side and rear setbacks described in paragraphs 66 and 67 above.
83. In precinct 5C the street wall has been reduced from 36 metres to 18 metres. Officers consider that a street wall of 36 metres would likely have caused wind down drafts in this exposed location and consequently have reduced the street wall height accordingly. It will also provide new buildings with a better relationship to the street. The upper level setbacks have seen a corresponding reduction from 10 metres to 6 metres (preferred).
84. The building height has been reduced from 49 metres to 43 metres. This reflects a recalibration of the floor to floor heights which were used as the basis of the amendment. The exhibited amendment calculated residential floor to floor heights of 3.5 metres. A more realistic floor to floor height of 3 metres has been used.

85. Side and rear setbacks have also been replaced with the side and rear setbacks described in paragraphs 66 and 67 above.

External Consultation

Additional consultation with the community since exhibition

86. Following the Special Council Meeting of 12 March 2019, the Coalition was formed by a collection of resident and heritage groups. The Coalition has prepared alternative DDOs for precincts 4 and 5 and has also undertaken heritage investigations and additional consultation with traders.
87. Officers met with members of the Coalition on 6 May 2019 to foreshadow changes recommended to the amendment in response to submissions and to hear from the Coalition.
88. Further consultation was also undertaken with traders in precinct 4, with an officer from Council's Economic Development team visited the centre and spoke with a number of traders. (Noting several premises were closed or the business owner was not present.)
89. As outlined above, traders expressed concerns about construction, viability of new retail spaces and their commercial tenure. A number of traders, however, have recognised that more people in and around Queens Parade would be beneficial to their businesses.

Advising of proposed changes to the amendment for consideration by the panel in response to submissions

90. If Council is of a mind to support the amendment subject to the recommended changes as described in this report, Council should write to all affected land owners and submitters to advise them of the position Council proposes to take to panel.
91. The letter would provide a link to the meeting agenda where the recommended changes would be outlined in detail and where a copy of the Preferred Version of the DDO to be recommended to the panel could be viewed. The letter would advise that any further or new submissions on the Preferred Version of the DDO will be referred to the panel along with all submissions received to the amendment so far.
92. It is important to maintain progression of the amendment through the statutory process and pursue the pre-set panel hearing dates in mid-August. This would assist in achieving the approval of the permanent controls for the area prior to the expiry of the current interim DDOs in January 2020.

Internal Consultation (One Yarra)

93. The amendment was prepared with assistance from statutory planning, open space, economic development, urban design and Council's heritage advisor.

Financial Implications

94. There are substantial costs associated with this panel process. They include planning panel costs and fees, legal representation and the engagement of urban design, heritage, planning, traffic and economic experts who provide evidence on behalf of Council.

Economic Implications

95. The amendment may provide further stimulus to the retail precinct. No other economic implications are apparent.

Sustainability Implications

96. There are no known sustainability implications.

Social Implications

97. There are no significant social implications. The recommended changes being considered respond to community submissions and improve built form outcomes for the centre while providing certainty in relation to future development potential of the centre.

Human Rights Implications

98. There are no known human rights implications.

Communications with CALD Communities Implications

99. Statutory notification was provided to all land owners and occupiers.
100. Information sessions were held and information about the amendment was available on Council's website.
101. Notification and consultation about the amendment included advice about the use of interpreter service by residents. This was available to help affected parties understand the proposal and associated processes. The amendment process involved the steps outlined in Council's strategy to engage and assist CALD communities.

Council Plan, Strategy and Policy Implications

102. The amendment supports the following strategy in the Council Plan:
- (a) Manage change in Yarra's built form and activity centres through community engagement, land use planning and appropriate structure planning processes.*

Legal Implications

103. The approach outlined in this report accords with the requirements of the *Planning and Environment Act 1987*.

Other Issues

104. At the meeting of the Coalition on 6 May the 'community value' and 'sense of place' was highlighted as a major attribute of the shopping centre. The views expressed referred to the wider aspects of this matter than simply the planning controls applying to the precinct.
105. There are no other issues associated with Council considering and responding to submissions.

Options

106. Where submissions have been received to an amendment, Council has three options under Section 23 of the *Planning and Environment Act 1987*:
- (a) Change the amendment in the manner requested; or
 - (b) Refer the submissions to an independent planning panel to consider the submissions and to provide recommendations to Council; or
 - (c) Abandon the amendment or part of the amendment.
107. Given the submissions present a range of different views, Council will not be able to fully resolve the amendment and change it in the manner requested by all submitters. Therefore, Council must refer the amendment to a panel or abandon it.
108. At the same time as referring all submissions about the amendment to a panel, Council can resolve that subject to the further amendments to the DDO outlined within this report that Council requests the appointment of an independent planning panel to consider all submissions;
109. To ensure that all potentially affected landowners and occupiers are aware of the changes that Council will recommend to the panel, Council should write to all affected land owners, occupiers and submitters to advise them of the recommended changes that Council will present to the panel for its consideration. This written notice would give three weeks for any person to make a submission and any submissions received would then be referred directly to the panel.

110. When submissions are referred to the planning panel, all submitters would be given the opportunity to outline their submission to the panel which would then make recommendations in a report to Council. The panel considers all submissions when making recommendations to Council about whether Council should approve the amendment (with or without changes) or abandon the amendment.
111. The panel's recommendations would then be provided to Council with an officer report for its consideration. At that time, Council would then have three options under the *Planning and Environment Act 1987*:
 - (a) adopt the amendment as exhibited;
 - (b) adopt the amendment with changes; or
 - (c) abandon the amendment or part of the amendment.
112. Council can choose to accept or reject the panel's recommendations. Where it chooses not to accept the panel's recommendation, it must provide justification.
113. If Council chooses to adopt the amendment (with or without changes), it would then be sent to the Minister for Planning for approval.

Conclusion

114. Council exhibited Amendment C231 and received a total of 399 submissions.
115. Submitters, almost universally were seeking a variety of changes to the amendment; in particular, a reduction in the height of future buildings and increased upper level setbacks to protect the heritage character of Queens Parade.
116. In response to submissions, officers have analysed the changes sought, modelled the various changes sought and now recommend certain changes to the exhibited amendment. These are explained in table format in this report and also in the form of a Preferred Version of the DDO Schedule attached to this report.
117. The submissions received adopt a variety of alternative positions which Council cannot reconcile, therefore all submissions should be referred to the panel.

RECOMMENDATION:

1. That Council:
 - (a) receives and notes submissions received following the exhibition of Amendment C231;
 - (b) notes that there is/will be considerable development growth in precincts 2 and 5 of the DDO and at the former Gas Works site;
 - (c) notes the officer report and attachments in response to submissions on Amendment C231 and endorses the recommended changes to the amendment including the Preferred Version of the DDO schedule;
 - (d) adopts as its submission to the panel the position of support for Amendment C231 with changes as identified in (c) above;
 - (e) requests the Minister for Planning to appoint an independent planning panel to consider all submissions referred to in relation to Amendment C231 in accordance with Section 23 of the Planning and Environment Act 1987;
 - (f) refer all submissions, including late submissions and new or modified submissions in response to the further notice as in paragraph (g) below to the panel;
 - (i) writes to all landowners and occupiers directly affected by the revised DDO schedule and to all submitters to:
 - (ii) advise of Council's decision to proceed to panel;
 - (iii) advise of Council's position in support of the Preferred Version of the DDO; and
 - (iv) advise that if they make a submission in relation to the recommended changes, the new or varied submission will be referred directly to the panel; and
 - (g) notes that officers will provide a further report to Council after the planning panel report is received from Panels Victoria to enable further consideration of Amendment C231 by Council.

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Attachments

- 1 [↓](#) Attachment 1 - Map of submitters
- 2 [↓](#) Attachment 2 - Summary of individual submissions
- 3 [↓](#) Attachment 3 - Key and precinct wide issues raised in submissions
- 4 [↓](#) Attachment 4 - Precinct specific summary
- 5 [↓](#) Attachment 5 - Track changes version of DDO
- 6 [↓](#) Attachment 6 - Clean version of revised DDO
- 7 [↓](#) Attachment 7 - Response to Submissions

Attachment 1 - Attachment 1 - Map of submitters

Attachment 1 - Location of Submissions (Fitzroy North & Clifton Hill)



Attachment 2 - Attachment 2 - Summary of individual submissions

Attachment 2 - Summary of individual submissions Amendment C231 – Queens Parade

The following table provides a summary of the individual submissions received to Amendment C231. Each submission has been thoroughly reviewed and copies made available to Councillors.

Sub no	Interest	Summary of submission
1	Resident - McKean Street	<p>Consultation</p> <ul style="list-style-type: none"> Lack of informative summary, material circulated is extremely poor. Documents are comprehensive, but information needs to be presented in a way that is easy to understand and digest. Plain English summary of controls should have been included. Concerned with the exhibition time given for public consultation. <p>Scope of study area</p> <ul style="list-style-type: none"> Study area should be expanded to include land in C12 and PUZ at Rushall Cres, Brennan St and McKean St Council needs to explain why the areas at Rushall Cres, Brennan St and McKean St were not included in boundary.
2	Resident - McKean Street	<p>Background work</p> <ul style="list-style-type: none"> Amendment and consultants report don't respect the heritage streets, laneways, buildings <p>Setbacks/facadeism</p> <ul style="list-style-type: none"> Setbacks on Queens Parade are inadequate, tantamount to facadeism, setbacks to rear also inadequate <p>Accommodating new growth</p> <ul style="list-style-type: none"> No estimate of how many more people could live in the developments and the impacts on existing residents. <p>Lanes</p> <ul style="list-style-type: none"> Development will result in an increase in traffic in narrow lanes <p>Parking</p> <ul style="list-style-type: none"> Parking will be a major issue, people will park in unrestricted spaces. <p>Consultation</p> <ul style="list-style-type: none"> Extent of the notification was too limited. Residents surrounding Edinburgh Gardens and all of Clifton Hill should have been notified. <p>Generally supportive of the amendment as it will avoid drip feed process of dealing with each permit application however, feels that the controls do not go far enough</p>
3	Resident - Groom Lane	<p>Heights</p> <ul style="list-style-type: none"> Recommend lower height controls than stipulated. <p>Heritage</p> <ul style="list-style-type: none"> More attention to the heritage character when approving future buildings. <p>Sustainability</p> <ul style="list-style-type: none"> More environmentally friendly construction materials to be demanded. <p>Strong opposition to the amendment. No consideration of local homeowners</p> <p>Laneways</p> <ul style="list-style-type: none"> Increased traffic along laneways will create unreasonable noise to neighbouring residents. <p>Heritage</p> <ul style="list-style-type: none"> Need for heritage protection of the area. <p>Future population</p> <ul style="list-style-type: none"> We are already at mid-rise – more development will cause over population. <p>Traffic</p> <ul style="list-style-type: none"> Development will result in an increase in traffic. <p>Heights</p>
4	Resident - Turnbull Street	

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Height and mass of development to the rear is inappropriate Overshadowing The heights proposed in the amendment will overshadow residents who live to the rear of new developments. Visual Bulk The proposed height and scale proposed will be visually prominent to residents who live to the rear of new developments Overlooking Invasion of privacy from new development. Wind Wind impacts from taller development. Capacity of Infrastructure Will lead to overcrowding on public transport. Parking Parking pressures will ensue as a result of additional cars. Lanes Lanes not designed for multi-development car access. Cannot cope with additional traffic. Will compromise safety and generate additional noise.
5	Resident - Kneen Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Expresses disappointment at the 6 storey height limit of the area – it was previously 4 storeys. 4 storey interim approved by Minister of Planning was in line with community expectation. Councillors voted for 4 storeys at Edinburgh Gardens in front of a large group of residents. Questions the integrity of the consultants used by Council and their recommendation to change height to 5 storeys. It's a sneaky deal for developers and will result in stress for residents because of loss of heritage and amenity.
6	Resident - McKean Street	<p><u>Height</u></p> <ul style="list-style-type: none"> No problem with the 6 storey height limit of the area.
7	Resident - Berry Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Strongly objects to a 6 storey height limit. Will change the streetscape and feel of the neighbourhood. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> Current facades will be ruined if you were able to see development behind them. No new development to be seen from Queens Parade. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Requests longer exhibition and public meeting.
8	Resident - Gipps Street	<p><u>Height</u></p> <ul style="list-style-type: none"> The fact that commercial zones have no height limit is crazy. Controls should encourage new development to sit around a median height rather than aim for the proposed maximum height. Regulate heights to the median of the existing buildings and that a four storey height limit should be the maximum. Maximum of 4 storeys. <p><u>Mandatory Controls</u></p> <ul style="list-style-type: none"> Mandatory controls are strongly recommended. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> Setbacks of 6m are not adequate. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Sensible planning has been abandoned and is a recipe for the destruction of heritage. Absurd proposal which shows lack of foresight.
9	Developer - Queens Parade	<p><u>Precinct 2C</u></p> <p><u>Heights</u></p> <ul style="list-style-type: none"> Maximum building height for Precinct 2C should be 8 storeys instead of 28 metres. Precinct can accommodate 8 storeys, as the recent approval of 34.8 metres demonstrates. Hansen's recommended 28.5 metres is an error as this is a Commercial 2 Zone (C2Z) with higher floor to ceiling heights. <p><u>Setbacks</u></p>

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
10	Resident - Hodgkinson Street	<ul style="list-style-type: none"> B17 applies to multi-dwelling developments to 4 storeys – this is a CZ2 that prohibits dwellings and encourages commercial development B17 setbacks here are without proper basis and should be removed. <p><u>Heights</u></p> <ul style="list-style-type: none"> 21 metres out of keeping near Wellington and Gold Streets Most buildings are no more than 3 storeys, allowing 6-7 storeys is unbalanced. Higher buildings dominate the streetscape and overshadow, reduce light, invade privacy. Better to adapt a European approach to sprawl and go with 3 storeys. <p><u>Residential interface</u></p> <ul style="list-style-type: none"> 101 Queens Parade will have a detrimental impact on properties to the rear. Irksome that heritage on Queens Parade was thought more important than adjoining amenity Need greater rear setbacks – higher the building, the greater the setbacks should be Consider the interface – could plant trees in the laneways to soften impact <p><u>Building materials/landscaping</u></p> <ul style="list-style-type: none"> Consider giving preference to natural building materials over concrete Landscaping in new developments need to be considered to mitigate amenity impacts. <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Full impact of shadows are not considered during the full year – underestimates the impact on neighbouring properties <p><u>Transport</u></p> <ul style="list-style-type: none"> Council needs to actively encourage public/shared transport, naïve to think new residents won't rely on vehicles and need to think about parking <p><u>Mandatory/discretionary</u></p> <ul style="list-style-type: none"> Controls should be mandatory, not discretionary. <p><u>Net community benefit</u></p> <ul style="list-style-type: none"> Require developers to demonstrate how their developments will contribute to the community rather than residents having to demonstrate how they don't <p><u>Planning process</u></p> <ul style="list-style-type: none"> Wants a more collaborative planning process rather than an adversarial one
11	Resident - Hodgkinson Street	<p><u>Commercial / residential interface</u></p> <ul style="list-style-type: none"> Proposed heights in Precinct 4 represent a significant change in scale – 5-6 storeys behind single storey dwellings creates overlooking and an irregular backdrop Hansen calls for “appropriate transition in scale” - this will not be straight forward with such a abrupt change in scale Planning scheme specifies vehicle access from laneways and enhanced amenity and pedestrian safety – these objectives are at odds with each other Suggested approaches – encourage appropriate scale of alterations of single storey dwellings, focus on reimagined laneways which are landscaped, build over vehicle access to separate pedestrians, require laneway upgrades <p><u>Vegetation and landscaping</u></p> <ul style="list-style-type: none"> New development reduces existing vegetation – changes the aesthetic and has negative implications for drainage, run-off and the heat-island effect Mandate additional vegetation in proportion to the scale of development, encourage green walls <p><u>Heights and setbacks</u></p> <ul style="list-style-type: none"> LPPF seeks to protect low scape residential areas from visual bulk, overlooking, over shadowing, over shadowing, the controls outlined in CZ31 do not align with the LPPF. 1:1 ratio is recommended which gives 18 metre height, DDO specifies 21 metres – this calculates as 1:2.1 which is disproportionate This conflicts with strategy 14.3 which seeks to protect heritage buildings and streetscapes from visual intrusion Strengthen planning scheme to allow resolution of conflicting objectives Questions why the 1:1 doesn't apply from neighbouring streets such as Hodgkinson Street. 45 degree setback can deliver reasonable solar access between September and March but not for the rest of the year, Increased heights will increase overshadowing and compromise roof top solar – could establish neighbourhood solar power facilities to integrate new developments <p><u>Transport</u></p> <ul style="list-style-type: none"> Only oblique references to transport in the document, no indication that there is transport capacity to meet the demand No mention of the need to improve cycling infrastructure or share cars Council has an obligation to consider this under the Transport Integration Act 2010 Amendment should appropriately address transport issues <p><u>Development and planning approval</u></p> <ul style="list-style-type: none"> Approval process pits stakeholders against one another, doesn't help resolution of competing planning objectives Eg laneways are primarily for services but creative people could reimagine them to improve the transition from higher to lower development

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<p>• Thereby trading off the preservation of laneways to mitigate conflict from visual intrusion in the heritage streetscape</p> <p><u>Residential interface</u></p> <ul style="list-style-type: none"> • Amendment deals with complex perspectives but contains contradictions between mid-rise and NRZ • Recommends visual bulk tests from NRZ • Discourage additional height without compensatory benefits to NRZ <p><u>Net community benefit</u></p> <ul style="list-style-type: none"> • Review approval process to facilitate equitable, shared outcomes <p><u>Sustainability/Solar</u></p> <ul style="list-style-type: none"> • Invest in neighbourhood solar facilities in connection with new development • Proposed setbacks may have impacts on solar energy generation.
12	Resident - Gold Street	<p><u>Heritage/height</u></p> <ul style="list-style-type: none"> • The charm of Queens Parade lies in its streetscape • Putting tall buildings behind is an act of vandalism and an outlandish suggestion • The policy should encourage the restoration of heritage buildings.
13	Resident - McKean Street	<p><u>Height</u></p> <ul style="list-style-type: none"> • Please do not destroy our neighbourhood by granting 6 storey height limit
14	Visitor - Melbourne	<p><u>Heritage</u></p> <ul style="list-style-type: none"> • Exceptional street, marvellous roof lines, should be protected and preserved • These heritage pockets are increasingly rare – width of the street allows views of breadth of sky and weather <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> • CBD is in perpetual shadow, we don't want to live without sunlight. <p><u>Heights/mandatory</u></p> <ul style="list-style-type: none"> • Northcote end of Queens Parade is shoulder to shoulder high rise horror. • Mother was in Clifton Views with a north facing window but the north face has been built out and blocks light, sky, landscape. People deserve something better. • Wants no more than 4 storeys with mandatory controls.
15	Resident - Alfred Crescent	<p><u>Heritage</u></p> <ul style="list-style-type: none"> • Streetscape is unique. No modern building could match the grandeur of the buildings in the parade. • Don't let developers move in and change the streetscape. • Please look after Queens Parade and realise how unique and beautiful it is
16	Resident - Hodgkinson Street	<p><u>Heritage/height</u></p> <ul style="list-style-type: none"> • Was pleased to see heritage protection being afforded to Queens Parade but was surprised that "protection" meant allowing 6 storeys • Tension between residential and commercial zones is not adequately addressed by the current planning system but it is not an excuse for allowing additional height • Smarter ways of providing higher density housing that do not permanently change a suburb's character • Disingenuous and misleading to suggest that allowing 6 storeys is a preservation of the street's character
17	Resident - Ramsden Street	<p><u>Height</u></p> <ul style="list-style-type: none"> • Strongly opposes 6 storeys for the negative impact it would have on the character and ambience of our precious little suburb
18	Resident - Gold Street	<p><u>Consultation</u></p> <ul style="list-style-type: none"> • Calls for an extension of time of the exhibition and for a public meeting to be called to enable a full discussion of the issue
19	Visitor - Melbourne	<p><u>Height</u></p> <ul style="list-style-type: none"> • Proposal to allow 6 storeys has been hasty for such a major change and has not allowed for feedback from residents and ratepayers • Maximum height, particularly on the north side should be four storeys with no further degrading of the streetscape <p><u>Consultation</u></p> <ul style="list-style-type: none"> • Asks to extend the consultation period and consider the need of residents when planning for the future <p><u>Heritage</u></p> <ul style="list-style-type: none"> • Quality of the neighbourhood centre should be preserved • Planning for the area needs to consider heritage qualities of the shopping strip, heritage buildings, open space and laneways surrounding them <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> • Recognises the need for urban renewal and housing close to transport but it can be achieved while also considering needs for community space and aesthetics <p><u>Laneways</u></p>

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
20	Resident - Michael Street	<ul style="list-style-type: none"> Keep laneways intact, restrict traffic to foot and small vehicles only <p><u>Height</u></p> <ul style="list-style-type: none"> Outraged that the council has approved plans to build 6 storeys on Queens Parade. Shows a complete disregard for the community and is purely for financial gain Strongly opposes this development proposal and will keep fighting until the council goes back on this reckless decision.
21	Resident - Spensley Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Strongly objects to recommended 6 storey limit ...it should be max of 3-4 storeys We can accommodate more people without destroying this village
22	Resident - Michael Street	<p><u>Precinct 4</u></p> <p><u>Height</u></p> <ul style="list-style-type: none"> Strong objection, particularly in Precinct 4 Height limits a gross overdevelopment of the area, enormous increase in bulk of the buildings behind the existing shops <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Little overshadowing of Queens Parade at equinox, but very noticeable overshadowing between March and September <p><u>Overlooking</u></p> <ul style="list-style-type: none"> Heights would severely affect the visual amenity and privacy of residents especially where they abut the laneway on its northern edge <p><u>Heritage</u></p> <ul style="list-style-type: none"> Heritage values of the precinct would not be supported. Rather they would be overwhelmed by a form of "facadism" Proposal would destroy the character of the whole of Queens Parade, which is already under threat from the developments on the southern side. Amendment should be withdrawn and completely revised
23	Resident - Hodgkinson Street	<p><u>Consultation</u></p> <ul style="list-style-type: none"> Wasn't notified of amendment yet lives to the rear and is affected. Shameful that there has been no public consultation Amendment is something to be ashamed of and a disgrace, residents told "we're listening to you" but it is too far down the track. Protect North Fitzroy Group may or may not represent the views of the whole community <p><u>Height</u></p> <ul style="list-style-type: none"> A disgrace that Council is even considering 6 storey buildings so close to people's homes. <p><u>Scope of project/consultant work</u></p> <ul style="list-style-type: none"> What was the initial brief given to the consultants - the underlying Council objective? Can we see the consultant reports, rather than Council officers' interpretations? At what point did the scope of the proposal move from focussing on 26 Queens Parade (November 2016) to the whole of Queens Parade? <p><u>Setbacks/overshadowing/privacy</u></p> <ul style="list-style-type: none"> It's all set back because we don't want Queens Parade defaced. But the setback pushes it into my rear yard. Will devalue my home by hundreds of thousands of dollars, deny privacy and deny sunlight for 6 months of the year. <p><u>Parking</u></p> <ul style="list-style-type: none"> Council "lives in a dream world regarding parking" - It's already a problem - "don't insult me with policy re no permits for new developments - policies come and go"
24	Resident - Ramsden Street	<p><u>Height/heritage/overshadowing</u></p> <ul style="list-style-type: none"> Six storeys too high, urges Council to restrain development of this nature as it creates overshadowing and ruins historic character. Please listen to local voters Concerned about overshadowing created by higher development. The planning controls will encourage further development.
25	Resident - Ramsden Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Six storey limit is clearly ridiculous and hard to believe. Won't vote for candidates who support this proposal
26	Visitor - Melbourne	<p><u>General Opposition</u></p> <ul style="list-style-type: none"> Opposes to the proposed heights. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Public consultation has been inadequate for such a major change. Wants a public meeting convened to allow thorough discussion of issues
27	Visitor - Melbourne	<p><u>Height</u></p> <ul style="list-style-type: none"> Six storeys will become seven when solar panels, hot water services and their screening are added to the roof Consider the interests of residents over rate revenue - don't want Queens Parade to resemble redeveloped parts of Smith Street Increase in height should be accompanied by a commitment of resources to increase local amenities, if no money for amenities, don't allow additional height <p><u>Overshadowing/wind</u></p>

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		<ul style="list-style-type: none"> Such heights will cause overshadowing and increase wind making sitting on the pavement less pleasant. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Enough capacity at gas site to accommodate future demand. Local schools, gym, pool already under enormous pressure
28	Resident – McKean Street	<p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Understands as the city grows we need more housing but need to plan for everyone not just those who stand to profit financially <p><u>Height</u></p> <ul style="list-style-type: none"> Please set a more conservative height limit – 4 storeys and insist they are uniform in colour and a plain structure to enhance rather than obliterate the heritage
29	Resident – Gordon Street	<p><u>Height/setbacks</u></p> <ul style="list-style-type: none"> Had always trusted a community conscious council, but wonders what has gone wrong. “Were you all drunk at the time?” Bewildered to learn of the six storey height limit and a “facadism allowance” of 6 metres Community won’t tolerate it and is prepared to fight. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Recognise the need to increase housing in the inner suburbs but not like this
30	Visitor - Melbourne	<p><u>Overshadowing</u></p> <ul style="list-style-type: none"> The proposed built form controls will have My property will be bricked in, I will be expected to live in a black box with no amenities and in permanent shadow Single storey, 100 year old workers’ cottages, have always been dwellings but in C2 Zone – too small to develop commercially and covered by the heritage overlay Given the above, there should be constraints about what can be built. By allowing this my living conditions will be “slum-like conditions of the industrial revolution” Small back yard, natural light taken away, can’t afford to run the lights all day. “I am not a mushroom and refuse to live in the dark and be treated like one” <p><u>Zoning</u></p> <ul style="list-style-type: none"> Is concerned about the zoning and that no one will take responsibility for the decision. “Why is this in the too-hard basket for the decision makers? Why can’t they get the zoning right?”
31	Resident – Queens Parade	<p><u>Laneways</u></p> <ul style="list-style-type: none"> 3 metre cobble stone laneways are hardly the ideal (or safe) option for redirecting traffic. <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Consider the impact that large multi-storey developments will have on our landscape and shadowing of light. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> Setbacks need to be considered and legislated to effectively and efficiently manage inappropriate development. <p><u>Mandatory Controls</u></p> <ul style="list-style-type: none"> Legislate to mandatory height (eg 4-6 storeys), and setbacks from streets (eg 10 metres). <p><u>Sustainability</u></p> <ul style="list-style-type: none"> Not only do developments alter the landscape, but it attracts an enormous impact on resources, that will be unsustainable. <p><u>Height/bulk</u></p> <ul style="list-style-type: none"> Would like Council to seriously consider the impact large multi-storey buildings will do to our landscape and spaciousness.
32	Resident – Queens Parade	<p><u>Height</u></p> <ul style="list-style-type: none"> Consider the impact of developing above the mandatory heights of 4 storeys will have on the local people whose homes will be affected. <p><u>Lanes/Overshadowing</u></p> <ul style="list-style-type: none"> Laneways will be affected and entrance of light is an issue for those who live with this <p><u>Heritage</u></p> <ul style="list-style-type: none"> The effect (of Amendment C231) it will have on the irreplaceable heritage of the area. <p><u>Future built form</u></p> <ul style="list-style-type: none"> Further thought (is needed) into what the future as a whole will look like and the kind of lifestyle we aim to preserve.
33	Visitor - Melbourne	<p>Opposes to the development of Queens Parade.</p> <p><u>Height</u></p> <ul style="list-style-type: none"> There should be no allowance for 6 storey buildings to be built on Queens Parade. <p><u>Future built form</u></p> <ul style="list-style-type: none"> (Development will) take away the charm of this lovely village with its quality heritage buildings and street scapes. <p><u>Visibility</u></p>

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34	Resident - McKeen Street	<ul style="list-style-type: none"> New development should not be seen from Queens Parade. Future built form New buildings can be designed to complement the existing architecture and ambience rather than stomping over the top of it and destroying 100 year old streetscapes and shop fronts with giant multi storey developments Overshadowing (Large multi-storey development will) cast giant shadows across the suburb. Mandatory vs Discretionary Fully support a tight limit on the maximum storeys per building. Parking Fully supports adequate parking being an absolutely mandatory (no exceptions!) Setbacks Fully support adequate setbacks and the preservation of the streetscape of Queens Parade. Traffic There also needs to be adequate planning and infrastructure to support the developments particularly road and traffic flow controls.
35	Resident - Rushall Crescent	<p><u>View Lines</u></p> <ul style="list-style-type: none"> ANZ Building is a focal point of the strip with its Queen Anne architecture, its chimneys and its spire. The line of vision must not be interfered with. <p><u>Height</u></p> <ul style="list-style-type: none"> Heights within the shopping strip must be in keeping with existing heights and roof lines within the heritage precinct. Height should be no more than 4 storeys. <p><u>Setbacks—Heritage</u></p> <ul style="list-style-type: none"> The parapets and roof lines are significant to the heritage citation and should remain outlined against the sky. <p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> To preserve the street-scapes, Council should consider a maximum height of no more than 4 storeys, not a preferred height. This leaves planning wide open to developer interpretations. <p><u>Rear setback</u></p> <ul style="list-style-type: none"> Heights and massing on laneways must be managed so as to preserve and enhance the amenity of these laneways. <p><u>Laneways</u></p> <ul style="list-style-type: none"> The laneways because of their narrowness are rarely suited for vehicular access. Walking and active transport should remain the priority to laneways. Supports Council policy to enhance the safety and amenity of these laneways.
36	Resident - Rushall Crescent	<p><u>Laneways</u></p> <ul style="list-style-type: none"> Consideration must also be given to our very narrow laneways, 3 metres in most cases, which could not withstand additional traffic if used for construction <p><u>Parking</u></p> <ul style="list-style-type: none"> Parking goes without saying. The excessive development in Precinct 5 has already put a strain on parking in this area with parking officer working extensively to keep on top of the problem. <p><u>Height</u></p> <ul style="list-style-type: none"> To preserve our streetscape requests that Council consider a maximum height of no more than 4 storeys. <p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> Maximum height limits are a must and NOT a preferred height, which leaves the planning wide open to developer interpretations. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> B17 setbacks for all.
37	Resident - Gold Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> (The Amendment will impact) the uniqueness of beautiful Queens Parade. It is our community's heritage that is at stake. <p><u>Heights</u></p> <ul style="list-style-type: none"> Four storey buildings wrecking the roof lines of the shops appals me. <p><u>Heritage</u></p> <ul style="list-style-type: none"> This area is part of one of the most significant Victorian cities in the world, alongside New Orleans. Its heritage is its lasting asset. Heritage buildings along Queens Parade should have a similar treatment to those in residential areas.
38	Resident - Ramsden Street	<p><u>Height</u></p>

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Sub no	Interest	Summary of submission
		<p>Heritage</p> <ul style="list-style-type: none"> • Writing to ask if it's true that council has voted in favour of six storey development(s) in Queens Parade. • Given the historic & cultural significance of Queens Parade, it's impossible to imagine what could justify allowing any changes to such a streetscape. <p>Future built form</p> <ul style="list-style-type: none"> • Huge structures with little architectural merit that will age badly and have already dated <p>Amenity impacts</p> <ul style="list-style-type: none"> • The general health of the community is also at risk of harm if the local authorities "talk down" the value of a given amenity/building as an argument for its destruction.
39	Resident - Dwyer Street	<p>Height/heritage</p> <ul style="list-style-type: none"> • Heights within the shopping strip and neighbouring streets must be kept to a minimum of 4 levels, so that there is not a loss of heritage and neighbourhood character. <p>Capacity of Infrastructure</p> <ul style="list-style-type: none"> • Population increase will have a negative impact on services (i.e. local schools and public transport) <p>Future built form</p> <ul style="list-style-type: none"> • Changing the status quo of current development projects will also lead to destructive and unnecessary rush of speculative development.
40	Resident - Michael Street	<p>Consultation</p> <ul style="list-style-type: none"> • The one on one consultations are useful, but by not preceding them with a more general community consultation, individual residents do not have the opportunity to identify a range of issues. • Many of the retailers on the strip did not receive the information from Council. Retailers are not aware of the proposed amendment. • There is a need for a plain English communication including a glossary of the technical terms, a table of acronyms and a guide to the relevant documentation on the website (including a note that crucial information is to be found in appendices). <p>Mandatory Controls</p> <ul style="list-style-type: none"> • Mandatory height and set back limits. To minimise conflict between developers and the community certainty of mandatory height limits should be included in the DDO. • The maximum height limit should be set to four storeys (considering the old buildings with two storeys as equivalent to three modern storeys). <p>Setbacks</p> <ul style="list-style-type: none"> • Setbacks should retain the heritage character of the precinct. <p>Heritage</p> <ul style="list-style-type: none"> • New development should be sympathetic to the heritage character. • The DDO should retain the heritage skyline as much as possible. This includes retaining chimneys and parapets and restoring parapets and facades where development has compromised the heritage value of the precinct. <p>Signage</p> <ul style="list-style-type: none"> • Neon signs should be banned. This ban should include the neon signs in Precinct 5. <p>Laneways</p> <ul style="list-style-type: none"> • Council should ensure that laneways are not overused by vehicles. Lanes, and in particular Howe Lane that runs parallel to McKean St, should not become a vehicle exit to new development.
41	Resident - Queens Parade	<p>Setbacks</p> <ul style="list-style-type: none"> • Heritage parapets must continue to be seen against the sky from both sides of Queens Parade. <p>Future built form</p> <ul style="list-style-type: none"> • Queens Parade has a particular character that will be changed through this Amendment. Why change all this? Why do we need high-rise? Why do we need to be like other suburbs?
42	Resident - Gold Street	<p>Setbacks</p> <ul style="list-style-type: none"> • Height and setback regulations should allow heritage parapets against those skies to ensure Queens Parade retains its special character. <p>Laneways</p> <ul style="list-style-type: none"> • Future development may compromise laneways through insensitive overdevelopment. <p>Future built form</p> <ul style="list-style-type: none"> • (The Amendment should) help ensure that Queens Parade retains its character as development occurs.
43	Resident - Delbridge Street	<p>Heritage/height</p> <ul style="list-style-type: none"> • The heritage shopping strip of Queens Parade is of key social, cultural and economic significance to the residents of Clifton Hill, North Fitzroy, as well as visitors from further afield. Its unique and irreplaceable heritage must remain the overwhelming impression on those who live, work and visit there.

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		<ul style="list-style-type: none"> Shop parapets set against the sky are intrinsic to both the heritage streetscape experience and the neighbourhood character of Queens Parade in Precinct 4. The proposed maximum height of 6 storeys in C231 will not permit this. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct A maximum (mandatory) limit of 4 storeys (that I understand was recommended by the initial consultants' report to council) should be set as the maximum mandatory limit <p><u>Residential interface</u></p> <ul style="list-style-type: none"> Heights and massing on laneways must be managed so as to preserve and enhance the amenity of these spaces - including in the laneways themselves. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Heritage buildings rely on the amenity of open space abutting, and access via, rear laneways. Laneways throughout the precinct are narrow and not suited to significant usage for vehicular access. It is a far better solution to avoid the kinds of uses and inappropriate targeting of densities that would lead to such traffic in the first place. Walking and active transport should remain the priority in laneways. Supports Council policy to enhance the safety and amenity of laneways. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Wants an extension of time and a public meeting to discuss issues.
44	Resident - Clifton Street	<p><u>Future built form</u></p> <ul style="list-style-type: none"> The proposed amendment C231 will have a negative impact on the local community by compromising the aesthetic integrity of the area. <p><u>Impacts of growth</u></p> <ul style="list-style-type: none"> It is well documented that such mismanaged growth has a hugely destructive impact on environmental and community wellbeing. New housing developments must be situated a reasonable distance from Precinct 4. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Heritage parapets must continue to be seen against the sky from both sides of Queens Parade
45	Visitor - Melbourne	<p><u>Future built form</u></p> <ul style="list-style-type: none"> (The proposed controls will) completely alters the skyline of our neighbourhood from a village feel to an ugly high-rise apartment feel. <p><u>Height</u></p> <ul style="list-style-type: none"> Lower the height limit in Queens Parade as six storeys is too high. <p><u>Parking</u></p> <ul style="list-style-type: none"> Provide adequate parking for these apartments as our streets are becoming clogged with cars as there is no off-street parking provided for in the recently constructed buildings in Queens Parade. Many of the new residents living in these new apartments will have and need cars. It is unrealistic to assume that these people will all take public transport or ride bikes.
46	Resident - Delbridge Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Maximum building height should be limited to four storeys, so our children and grandchildren have the opportunity to enjoy the wonderful shop parapets and chimneys. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Controlling the height of commercial developments along laneways is also essential to prevent them becoming windy corridors that are unsafe for pedestrian use after dark. <p><u>Laneways – Traffic</u></p> <ul style="list-style-type: none"> Any plans to force cars down narrow, quiet residential laneways will destroy the neighbourhood. <p><u>Built form</u></p> <ul style="list-style-type: none"> Future development should also encourage pedestrian friendly access that is safe and well-lit. Apartments should provide larger habitable living rooms and all should include living rooms with at least two windows for ventilation and improved liveability. <p><u>Housing diversity</u></p> <ul style="list-style-type: none"> Ensure future diversity within the community, any housing developments in the Queens Parade shopping strip precinct should provide accommodation that suits a range of people.
47	Resident - Alfred Crescent	<p><u>Height/setbacks</u></p> <ul style="list-style-type: none"> Even 4 storeys and 10m back from the facade is too much <p><u>Heritage</u></p> <ul style="list-style-type: none"> Residents of areas like this are often seen as classic NIMBY protesters, but if we don't fight for protection, no one else will If Yarra planners think 4-5 storeys is fine, then heritage protection is not part of their brief Heritage protection is equally necessary if future generations aren't going to look at pictures of Queens Parade in 30 years' time and ask "How did they let that happen?"
48	Visitor - Melbourne	<p><u>Height</u></p>

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		<p>Does not support any development in Queens Parade that is higher than 2 storeys high, with special regard for precinct 4.</p> <p><u>Heritage</u></p> <ul style="list-style-type: none"> The two high rises have degraded views to the art deco building adjacent to them and made the art deco heritage building look insignificant. <p><u>Laneways</u></p> <ul style="list-style-type: none"> The laneways should not be a substitute road rather they are there for current locals and business owners to use as a driveway or amenity to access their heritage buildings. Walking and local (minimal) transport needs to remain the priority of the laneways. <p><u>Laneways</u></p> <ul style="list-style-type: none"> The beautiful cobbled lane ways are also part of the beautiful streetscape. They need to be retained in their original state. They should not be overshadowed and made to look dark and dingy by high-rise building. This would change the look and feel of the laneways. <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Overshadowing from new buildings will make areas feel unsafe. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> Admires the heritage parapets against the skyline and feel this is intrinsic to both the heritage street-scape experience and the neighbourhood character of Queens Parade in precinct 4.
49	Resident - McKean Street	<p><u>Heights/mandatory</u></p> <ul style="list-style-type: none"> In Precinct 4 - the mandatory building height limit of 21.5 metres or 6 storeys is too high and will not respect the low rise single and double storey dwellings in McKean and Hodgkinson Streets. The mandatory building height limit (in Precinct 4) should be no higher than 14 metres (4 residential storeys or 3 commercial). In Precinct 5A - the building height limit for development of the small block (currently the driveway behind McDonalds) adjacent to the former United Kingdom Hotel should be no higher than 11 metres (3 storeys) so that it does not rise above the existing building and will meet the design requirement to "retain the visual prominence and not visually dominate the three dimensional forms of the former United Kingdom Hotel when viewed from Raines Reserve". In Precinct 5B - the building height limit should be 11 metres on Queens Parade and 18 metres on Dummett Crescent. Considerable development is already under way in Precinct 5C with buildings of 10, 12 and 14 storeys approved or under construction. It is important that the building height limits for the remaining sites not be allowed to go higher. Therefore I support the proposed height limit of 49 metres (14 storeys) but feel strongly that it should be mandatory. Urges Council to make all building height limits mandatory. <p><u>Heritage</u></p> <ul style="list-style-type: none"> It (height) will also dominate and destroy the sky line view of the existing heritage shops in Queens Parade.
50	Resident - Hodgkinson Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Supports maximum height of 4 storeys. The new height limit of 6 storeys will dominate the skyline and the heritage buildings will be submerged by new developments. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> The shop parapets should be set against the sky is part of the heritage streetscape that defines this neighbourhood. <p><u>Laneways – Traffic</u></p> <ul style="list-style-type: none"> The Amendment proposes a risk to lane ways, with traffic entering large complexes rather than using the service street to enter. <p><u>Parking</u></p> <ul style="list-style-type: none"> Larger developments will make parking worse.
51	Resident - Alfred Crescent	<p><u>Built form controls</u></p> <ul style="list-style-type: none"> Built form controls/development guidelines for other Victorian strips should not be applied to Queens Parade strip. This will result in a much more enclosed feel. <p><u>Mandatory</u></p> <ul style="list-style-type: none"> Controls also need to be mandatory; preferred "is just a lawyer's picnic" and will not protect this wonderful asset. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> Higher developments should be restricted to below sightlines from the pavement opposite. <p><u>Height</u></p> <ul style="list-style-type: none"> Heights within the Queens Parade shopping strip should be kept within the existing rooflines and parapets.
52	Resident - Horne Street	<p><u>Heritage/height/setbacks</u></p> <ul style="list-style-type: none"> Appreciate the need for more infill development and more affordable housing in our City but.... Controls should ensure the heritage parapets are set against the sky. Retain some of the heritage pockets in the city, and please include Queens Parade as one of these.

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
53	Resident - Michael Street	<p>(Development) set back and under two or three storeys will not be seen from the street across the road.</p> <p>Heritage</p> <ul style="list-style-type: none"> Amendment C231 allows for excessive and unnecessary development, to the detriment of the heritage character which is so essential to the area. Queens Parade presents a beautiful heritage skyline from all angles. The construction of modern blocks is simply a new form of facadism. <p>Stormwater runoff</p> <ul style="list-style-type: none"> Replacing the remaining porous surfaces with hard surfaces will result in increased stormwater runoff <p>Lanes</p> <ul style="list-style-type: none"> Laneways are unsuitable for a marked increase in traffic, most are only three metres wide. <p>Future built form</p> <ul style="list-style-type: none"> A five metre wall on eastern boundary is excessive, due to overshadowing and visual bulk. <p>Mandatory</p> <ul style="list-style-type: none"> There must be mandatory controls limiting the height of development to a maximum of twelve metres, and lower height limits on lanes or residential property boundaries. <p>Objects to the inappropriate development proposed in Queens Parade.</p> <p>Heritage</p> <ul style="list-style-type: none"> Supports protecting the heritage streetscape against the development under consideration. Not being able to see the parapets against the sky on both sides of Queens Parade. (The Amendment will result in) a deterioration of heritage overlay in the vicinity. The ugly concrete corridor that will form along Queens Parade (have a look at Docklands) Won't be able to see the beautiful parapets our forefathers built and the view from my house will be a wall of ugly development. <p>Height</p> <ul style="list-style-type: none"> Council ignored the expert planning advice by Hansen Partnership recommended restrictions of 4 storey for height and 10 m for setback. Midrise form over heritage is inappropriate. <p>Lanes</p> <ul style="list-style-type: none"> 3m laneways cannot accommodate an increase in traffic and there is a safety issue with cars navigating a narrow space. <p>Excessive heights infringe on residents behind through overshadowing and overlooking of residential properties on either side of Queens Parade.</p> <p>Heights/setbacks</p> <ul style="list-style-type: none"> 4 storeys is excessive in some parts of the precinct. DDO for Precinct 4 recommends a maximum height limit of 21.5m with no mandatory setback requirements to protect the amenity of the adjoining residential areas to the rear. The setback (for Precinct 4) requirements for the rear boundaries, weak as they are, are not even mandated. Amend the DDO to better reflect community views to a maximum of 3 storeys with appropriate mandated setbacks. <p>Inconsistent with consultant recommendations</p> <ul style="list-style-type: none"> The heritage consultants did not recommend six storeys. There was no justification for Council's decision to ignore the expert advice.
54	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> The unique heritage buildings would disappear if high-rise modern buildings were allowed to go up on the Parade. There is a place for modern shop frontages and moderate heights as we currently have, intermingled with the heritage buildings and shop fronts. These were designed sympathetically with a mind to the heritage value of the neighbourhood. <p>Affordable housing</p> <ul style="list-style-type: none"> There is also a place for supportive and affordable housing which the area generously encompasses. <p>Heritage/height</p> <ul style="list-style-type: none"> (Precinct 4) is an area that must really be protected and not allowed to have over height development ruin this area. Opposes to changing the regulations around this unique precinct 4. Changing the status quo (through applying the DDO) will encourage inappropriate development to occur. <p>Heritage</p> <ul style="list-style-type: none"> Queens Parade is of great historical/heritage importance, current heights should be maintained. The parapets and roof lines should remain outlined in the sky. <p>Lanes</p> <ul style="list-style-type: none"> Lanes should be used for their current purpose not turned into roads to suit developers to make a quick dollar. <p>Mandatory controls</p>
55	Resident - McKean Street	<p>Heritage</p> <ul style="list-style-type: none"> The unique heritage buildings would disappear if high-rise modern buildings were allowed to go up on the Parade. There is a place for modern shop frontages and moderate heights as we currently have, intermingled with the heritage buildings and shop fronts. These were designed sympathetically with a mind to the heritage value of the neighbourhood. <p>Affordable housing</p> <ul style="list-style-type: none"> There is also a place for supportive and affordable housing which the area generously encompasses. <p>Heritage/height</p> <ul style="list-style-type: none"> (Precinct 4) is an area that must really be protected and not allowed to have over height development ruin this area. Opposes to changing the regulations around this unique precinct 4. Changing the status quo (through applying the DDO) will encourage inappropriate development to occur. <p>Heritage</p> <ul style="list-style-type: none"> Queens Parade is of great historical/heritage importance, current heights should be maintained. The parapets and roof lines should remain outlined in the sky. <p>Lanes</p> <ul style="list-style-type: none"> Lanes should be used for their current purpose not turned into roads to suit developers to make a quick dollar. <p>Mandatory controls</p>
56	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> The unique heritage buildings would disappear if high-rise modern buildings were allowed to go up on the Parade. There is a place for modern shop frontages and moderate heights as we currently have, intermingled with the heritage buildings and shop fronts. These were designed sympathetically with a mind to the heritage value of the neighbourhood. <p>Affordable housing</p> <ul style="list-style-type: none"> There is also a place for supportive and affordable housing which the area generously encompasses. <p>Heritage/height</p> <ul style="list-style-type: none"> (Precinct 4) is an area that must really be protected and not allowed to have over height development ruin this area. Opposes to changing the regulations around this unique precinct 4. Changing the status quo (through applying the DDO) will encourage inappropriate development to occur. <p>Heritage</p> <ul style="list-style-type: none"> Queens Parade is of great historical/heritage importance, current heights should be maintained. The parapets and roof lines should remain outlined in the sky. <p>Lanes</p> <ul style="list-style-type: none"> Lanes should be used for their current purpose not turned into roads to suit developers to make a quick dollar. <p>Mandatory controls</p>
57	Resident - Horne Street	<p>Heritage</p> <ul style="list-style-type: none"> The unique heritage buildings would disappear if high-rise modern buildings were allowed to go up on the Parade. There is a place for modern shop frontages and moderate heights as we currently have, intermingled with the heritage buildings and shop fronts. These were designed sympathetically with a mind to the heritage value of the neighbourhood. <p>Affordable housing</p> <ul style="list-style-type: none"> There is also a place for supportive and affordable housing which the area generously encompasses. <p>Heritage/height</p> <ul style="list-style-type: none"> (Precinct 4) is an area that must really be protected and not allowed to have over height development ruin this area. Opposes to changing the regulations around this unique precinct 4. Changing the status quo (through applying the DDO) will encourage inappropriate development to occur. <p>Heritage</p> <ul style="list-style-type: none"> Queens Parade is of great historical/heritage importance, current heights should be maintained. The parapets and roof lines should remain outlined in the sky. <p>Lanes</p> <ul style="list-style-type: none"> Lanes should be used for their current purpose not turned into roads to suit developers to make a quick dollar. <p>Mandatory controls</p>
58	Resident - Rushall Crescent	<p>Heritage</p> <ul style="list-style-type: none"> The unique heritage buildings would disappear if high-rise modern buildings were allowed to go up on the Parade. There is a place for modern shop frontages and moderate heights as we currently have, intermingled with the heritage buildings and shop fronts. These were designed sympathetically with a mind to the heritage value of the neighbourhood. <p>Affordable housing</p> <ul style="list-style-type: none"> There is also a place for supportive and affordable housing which the area generously encompasses. <p>Heritage/height</p> <ul style="list-style-type: none"> (Precinct 4) is an area that must really be protected and not allowed to have over height development ruin this area. Opposes to changing the regulations around this unique precinct 4. Changing the status quo (through applying the DDO) will encourage inappropriate development to occur. <p>Heritage</p> <ul style="list-style-type: none"> Queens Parade is of great historical/heritage importance, current heights should be maintained. The parapets and roof lines should remain outlined in the sky. <p>Lanes</p> <ul style="list-style-type: none"> Lanes should be used for their current purpose not turned into roads to suit developers to make a quick dollar. <p>Mandatory controls</p>

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59	Visitor - Melbourne	<ul style="list-style-type: none"> Controls should be mandatory. Heritage/height The heritage shopping strip of Queens Parade is of key social, cultural and economic significance to the residents of Clifton Hill, North Fitzroy and it's unique and irreplaceable heritage must remain the overwhelming impression on those who live, work and visit there. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. Laneways Heights and massing on laneways must be managed so as to preserve and enhance the amenity of the spaces at the rear of heritage building - including in the laneways themselves. Precinct laneways are narrow, unsuited for vehicular access. Avoid uses and inappropriate targeting of densities that would lead to such traffic in the first place. Walking and active transport should remain the priority in laneways.
60	Visitor - Melbourne	<p>Urban consolidation/affordable housing</p> <ul style="list-style-type: none"> Appreciates the need for more infill development and more affordable housing in our city, but... <p>Heritage</p> <ul style="list-style-type: none"> Urges Council to protect the Queens Parade heritage parapets set against the sky. Preservation of all the heritage facades and their setting against the sky, will still leave room for some development at the back of buildings. Please retain some of the heritage pockets in the City, and please include Queens Parade as one of these. <p>Heights/setbacks</p> <ul style="list-style-type: none"> (Development) set back and under two or three storeys will not be seen from the street across the road.
61	Resident - McKean Street	<p>Heritage</p> <ul style="list-style-type: none"> Would be an abysmal abuse of this unique heritage landscape if the beautiful older buildings were to have as their backdrop multi-storey apartment blocks. To now change it with the proposed amendment would be an insult to the work of those Councilors and Planning Officers who were adamant that this unique heritage shopping strip would remain for the benefit of not only the locals but for all Victorians to enjoy and be given a unique understanding and enjoyment of a bygone era. <p>Urban consolidation</p> <ul style="list-style-type: none"> It is unnecessary to add to the number of apartments in the area due to the oversupply of apartments in the inner city and in Melbourne, and the proposed 1100 apartments in the gasworks site.
62	Resident - O'Grady Street	<p>Heritage</p> <ul style="list-style-type: none"> Supports conservation of the shops built in the 1880s. Opposes inappropriate over development of Queens parade, in particular the heritage buildings. Supports keeping these guardrails intact would mean the suburb retains the characteristics that make it a desirable place to live. <p>Overshadowing</p> <ul style="list-style-type: none"> Has concerns regarding overshadowing <p>Built form</p> <ul style="list-style-type: none"> There are many suburbs that have high rises and condensed living. I do not believe that ever suburb needs to appear this way.
63	Resident - Heidelberg Road	<p>Heritage</p> <ul style="list-style-type: none"> Concerned that some of the charm and accessibility will be lost if the plan to develop the shop parapets goes ahead. Concerned about loss of heritage from an aesthetic, historical and practical point of view. Urges Council to not let this wonderful street scape be destroyed by ugly high-rise apartments. <p>Parking/traffic/capacity of infrastructure</p> <ul style="list-style-type: none"> Concerned about the impact on parking, traffic, increased demand on facilities, schools, and council services. Council should ensure there is the infrastructure to cope with growth, roads already clogged, not convinced problem is solved yet.
64	Resident - Falconer Street	<p>Height</p> <ul style="list-style-type: none"> Concerned that there is even an idea that the height of the Queens Parade shops would be raised to 6 storeys. <p>Heritage</p> <ul style="list-style-type: none"> To retain Queens Parade as the unique, amazingly intact streetscape, which it has been for over 120 years. Heritage parapets must continue to be seen against the sky from both sides of Queens Parade. This (former UK Hotel) also now needs preserving. Objects to the current use of the former UK Hotel as a fast food venue. <p>Consultation</p>

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65	Resident - Council Street	<ul style="list-style-type: none"> Questions Council consultation approach with specific mention of the individual 15 minute slots. <u>Height</u> <ul style="list-style-type: none"> The current low style buildings of no more than three storeys are essential to be kept. Any higher (3 storeys) and there will be increased shadowing and a feeling of heaviness around the shopping area. Buildings should be kept at a three-storey height. <u>Heritage</u> <ul style="list-style-type: none"> Beautiful buildings such as that gothic delight at 370 Queens Parade need to maintain their skyline and not be surrounded with other tall buildings. The proposal does not ensure this rather, buildings will be built right up to it and other buildings. <u>Open space</u> <ul style="list-style-type: none"> Open space will become less and we will not be so willing to visit our local shopping area. Original buildings should be enhanced not removed and dominate by new structures and there continues to be access to light and open spaces. <u>Lanes</u> <ul style="list-style-type: none"> Development is limited to ensure lanes are retained as lanes not major vehicle access points. <p>Urban consolidation/mandatory controls</p> <ul style="list-style-type: none"> Supports the need for urban renewal and supportive of the work Yarra Council is doing to ensure planning controls and mandatory height limits. The housing density proposed in C231 is inappropriate and will have implication in the long term for traffic and pedestrian safety. <p><u>Heights/setbacks</u></p> <ul style="list-style-type: none"> Concerned about the proposed height limits of 6 storeys above the shops and up to 14 storeys elsewhere. Urges Council to reconsider and significantly downwardly adjust these proposed heights and also reassess the setback limits and approach to laneways within the C231 amendment. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. Excessive heights and the setbacks proposed will infringe on residents of streets such as McKean and Hodgkinson, and alter forever the neighbourhood character of my suburb. <p><u>Lanes</u></p> <ul style="list-style-type: none"> Laneways are narrow and not suited to significant usage for vehicular access.
66	Resident - Queens Parade	<ul style="list-style-type: none"> <u>Lanes</u> <ul style="list-style-type: none"> Supports the protection of laneways Laneways would be ruined if used by regular traffic. <u>Heights/setbacks/overshadowing</u> <ul style="list-style-type: none"> 6 storey developments albeit with 6 metre setbacks the Queens Parade precinct will have negative impacts on the heritage features of Queens Parade. Many homes and gardens will be completely shadowed and overlooked by 6 storey developments, therefore affecting our quality of life. Consideration must be given to lowering the height of the proposed 6 storey development height so as some resemblance of heritage remains in Queens Parade. <u>Rezoning 245 Gold Street</u> <ul style="list-style-type: none"> Requesting that as per the consultant's recommendation 245 Gold Street is rezoned to GRZ or NRZ.
67	Resident - Gold Street	<ul style="list-style-type: none"> <u>Height</u> <ul style="list-style-type: none"> Supports the low rise and heritage nature of the strip. Visually appealing and gives a great character to the area Concerned with the preferred height controls, in particular that buildings up to 3.1 metres will be built along the strip, further overshadowing and dominating the streetscape. The majority of the strip should be restricted to 1 - 2 floors in addition to the height of neighbouring heritage buildings. Some areas would be suitable to up to 18 metres, such as 2A and 5C. <u>Traffic</u> <ul style="list-style-type: none"> Concerned that the size of developments that would be allowed under this amendment, will significantly increase traffic congestion in the area. Limiting the size of developments will assist in managing congestion. <u>Mandatory controls</u> <ul style="list-style-type: none"> Concerned that many of the proposed controls are preferred and not mandatory. Preferred controls are highly likely to be challenged by developers, resulting expensive, time consuming and stressful submissions by residents to councils and trips to VCAT to challenge development plans. <u>Building separation</u> <ul style="list-style-type: none"> Supports the controls regarding building separation, to prevent the development of monolithic blocks. Building separation will allow for greater visual variety in the streetscape. <u>Heritage</u> <ul style="list-style-type: none"> Values the green sweep of Queens Parade, the handsome old buildings, wide footpaths, and generous verandahs.
68	Resident - Holden Street	<ul style="list-style-type: none"> <u>Height</u> <ul style="list-style-type: none"> Supports the low rise and heritage nature of the strip. Visually appealing and gives a great character to the area Concerned with the preferred height controls, in particular that buildings up to 3.1 metres will be built along the strip, further overshadowing and dominating the streetscape. The majority of the strip should be restricted to 1 - 2 floors in addition to the height of neighbouring heritage buildings. Some areas would be suitable to up to 18 metres, such as 2A and 5C. <u>Traffic</u> <ul style="list-style-type: none"> Concerned that the size of developments that would be allowed under this amendment, will significantly increase traffic congestion in the area. Limiting the size of developments will assist in managing congestion. <u>Mandatory controls</u> <ul style="list-style-type: none"> Concerned that many of the proposed controls are preferred and not mandatory. Preferred controls are highly likely to be challenged by developers, resulting expensive, time consuming and stressful submissions by residents to councils and trips to VCAT to challenge development plans. <u>Building separation</u> <ul style="list-style-type: none"> Supports the controls regarding building separation, to prevent the development of monolithic blocks. Building separation will allow for greater visual variety in the streetscape. <u>Heritage</u> <ul style="list-style-type: none"> Values the green sweep of Queens Parade, the handsome old buildings, wide footpaths, and generous verandahs.
69	Resident - Best Street	<ul style="list-style-type: none"> <u>Height</u> <ul style="list-style-type: none"> Supports the low rise and heritage nature of the strip. Visually appealing and gives a great character to the area Concerned with the preferred height controls, in particular that buildings up to 3.1 metres will be built along the strip, further overshadowing and dominating the streetscape. The majority of the strip should be restricted to 1 - 2 floors in addition to the height of neighbouring heritage buildings. Some areas would be suitable to up to 18 metres, such as 2A and 5C. <u>Traffic</u> <ul style="list-style-type: none"> Concerned that the size of developments that would be allowed under this amendment, will significantly increase traffic congestion in the area. Limiting the size of developments will assist in managing congestion. <u>Mandatory controls</u> <ul style="list-style-type: none"> Concerned that many of the proposed controls are preferred and not mandatory. Preferred controls are highly likely to be challenged by developers, resulting expensive, time consuming and stressful submissions by residents to councils and trips to VCAT to challenge development plans. <u>Building separation</u> <ul style="list-style-type: none"> Supports the controls regarding building separation, to prevent the development of monolithic blocks. Building separation will allow for greater visual variety in the streetscape. <u>Heritage</u> <ul style="list-style-type: none"> Values the green sweep of Queens Parade, the handsome old buildings, wide footpaths, and generous verandahs.

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		<ul style="list-style-type: none"> Values the diversity of the area, the human scale of the old buildings, the web of laneways extending behind the main street and the peaky skyline of Victorian rooftops and chimneys. Urges Council to sensibly guide new development to ensure the current skyline remains visible on both sides of the Parade. <p>Height</p> <ul style="list-style-type: none"> Urges Council to encourage that any new building are low rise, no higher than the old buildings.
70	Resident - Gold Street	<p>Heritage</p> <ul style="list-style-type: none"> Already large-scale development on either end of the shopping centre and developments such as Clifton Mews dominate the skyline and undermine the heritage character of the McDonalds site. The height and design seem very inappropriate to its surrounds and it is now an unsightly fixture for many years to come. It would be a travesty to destroy the character of the heritage skyline that is able to be seen from many viewpoints due to the unusual width of the street. Questions why Queens Parade precinct is singled out for development when there are shopping strips in the inner city that have been able to retain their village feel and heritage character. <p>Traffic</p> <ul style="list-style-type: none"> Queens Parade if left untouched by unseemly development, will become only more valuable with time and even more cherished for its heritage and charm by the next generation The area surrounding Queens Parade is already struggling with a high volume of traffic and parking is becoming increasingly stressful and limited. Future development will exacerbate the issue. Construction and development affects usage of an area. Now, noisy trucks of all sizes are constant traffic in the residential streets, due to the developments in the immediate area and they make a loud intrusive sound. <p>Consultation</p> <ul style="list-style-type: none"> Wasn't notified and is horrified to hear of proposal. Lack of notification indicates that there has been too little community consultation <p>Heights/setbacks</p> <ul style="list-style-type: none"> New higher buildings behind Queens Parade should be set back far enough to not be visible from Queens Parade. <p>Heritage</p> <ul style="list-style-type: none"> The character of Queens Parade should be preserved as it is an important part of the community culture. It will not be the same feel at all to have the buildings against a backdrop of higher modern buildings - this will destroy the heritage look and feel.
71	Resident - Edmund Street	<p>Height</p> <ul style="list-style-type: none"> 6 storeys on top of some of those quaint Edwardian shops would be so inappropriate with the effect of dwarfing them. (Increased heights) would spoil the heritage quality of the precinct. 6 storeys will grow to 7 when solar water and power are added at the highest level, which will then be required to be shielded by some barrier. A height of 6 storeys would also increase shadowing & a wind tunnel effect. <p>Built form</p> <ul style="list-style-type: none"> We do not want our shopping area to resemble the redeveloped parts of Smith Street. <p>Capacity of infrastructure</p> <ul style="list-style-type: none"> Increased development will impact the capacity of the local infrastructure - schools, parking areas, local gym & pool - to cope with a large influx of residential apartments. <p>Urban consolidation</p> <ul style="list-style-type: none"> Enough capacity there and in the redevelopment of the southern part of Queens Parade and the old gasworks site to satisfy present demand for more housing.
72	Resident - Ramsden Street	<p>Attitude of planners</p> <ul style="list-style-type: none"> Town planning is not about facadism nor a means of supplying developers with a rapacious means to earn a living. Should be about maintaining "characterful" areas. Council is under pressure from state government to promote ugly, profit driven development. Need to act as thoughtful planners and protect this strip <p>Impact on traders</p> <ul style="list-style-type: none"> Queens Parade is currently a wonderful local centres whose businesses will close when "developers do their work" <p>Height - mandatory</p> <ul style="list-style-type: none"> Legislate a 4 storey mandatory maximum height in the shopping strip
73	Resident - Hodgkinson Street	<p>Mandatory controls</p> <ul style="list-style-type: none"> Preferred height limits, which are the source of much dispute and expensive litigation, should be replaced by a mandatory limit. <p>Height/setbacks</p> <ul style="list-style-type: none"> New buildings constructed behind existing shops should be invisible from the footpaths on the opposite sides of Queens Parade. Existing buildings of no heritage value, the street frontages of replacement buildings should be no higher than that of the double storey Victorian shop street frontages Existing buildings of no heritage value (should have) higher storeys set back a sufficient distance so as to be invisible from the opposite side of Queen's Parade.
74	Resident - Howe Street	

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		<p><u>Lanes</u></p> <ul style="list-style-type: none"> New buildings on lanes should have frontages no higher than two storeys. New developments along lanes could develop into pedestrian friendly environments like the mews in London. Any additional storeys (to laneways) would have to be set well back. <p><u>Traffic / parking</u></p> <ul style="list-style-type: none"> There should be no provision for car parking in any new development. It would be both unsafe and completely impractical to have cars using the narrow lanes. New developments should be planned on the basis that their future residents will not be using cars. <p><u>Overlooking/overshadowing</u></p> <ul style="list-style-type: none"> New developments must respect the privacy of existing residents by not overlooking garden areas, nor should they overshadow solar panels.
75	Resident - McKean Street	<p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Accepts the need for urban change and renewal though this can be done without losing the history and architecture we all should value. Expects Council to manage necessary development that delivers renewal within a framework that protects heritage worthy of preservation, including the Queens Parade low rise shopping precinct. <p><u>Heritage</u></p> <ul style="list-style-type: none"> The shop parapets being clearly set against the sky and not dwarfed by six storey bland precast developments only six meters behind them. <p><u>Lanes</u></p> <ul style="list-style-type: none"> Does not support 3m laneways becoming street access means for apartment blocks which have no other means of vehicular access. Does not support houses which back on to these narrow laneways being overshadowed and overlooked by developments with almost no setbacks from the laneway. <p><u>Height/setbacks</u></p> <ul style="list-style-type: none"> Should limit height to four storeys at most and which provides for a setback of 12 meters.
76	Resident - No Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> It is important that we protect history and maintain the streetscape and character of Queens Parade. It is a priority to protect the heritage so that when we reflect in years to come we still have a sense of inner-city history and community.
77	Resident - O'Grady Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> The view of the old Victorian-era ANZ building, standing so stately on the bend of Queens Parade. Council to encourage the owners of shops to reinstate these period style verandahs to enhance the heritage value of this strip. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> The inner city should not have to bear the brunt of inappropriate development when new planning schemes are enacted
78	Resident - McKean Street	<p><u>Height/setbacks</u></p> <ul style="list-style-type: none"> Pedestrian on the opposite side of Queens Parade must not see another building behind the shop building. <p><u>Heritage</u></p> <ul style="list-style-type: none"> The drawings for the amendment do not comply with the Council's own guidelines for Heritage Overlay. To maintain its Heritage Overlay the new constructions must not be seen from the opposite footpath of Queens Parade. We need another Design and Development plan that complies to the Council's own Heritage Overlay. The Hansen report marks many of them as significant. With modern apartments hard on the shops' backsides these buildings will lose their profile against the skyline, becoming seemingly meaningless false fronts. <p><u>Impact on local traders</u></p> <ul style="list-style-type: none"> Redevelopment along Queens Parade will have a negative impact on local traders. <p><u>Heritage grading/use</u></p> <ul style="list-style-type: none"> 390A Queens Parade should be a significant building 390A Queens Parade requires further reinstatement. 390A Queens Parade – the location of a substation on this property should be considered and is not suitable for residential. Council's position at VCAT regarding built form heights for the property 388-390 Queens Parade does not align with the DDO exhibited for Amendment C231. The DDO should align with the ruling at the VCAT hearing that heard an application for the property at 404 Queen Parade. <p><u>Laneways</u></p> <ul style="list-style-type: none"> There are existing safety issues with Howe Street Laneway and greater development will worsen the condition. The DDO should limit the use of the laneways for residential development
79	Resident - McKean Street	<p><u>Urban consolidation</u></p>

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		<ul style="list-style-type: none"> Accepts the necessity of constructing dwellings/apartments in inner areas such as Fitzroy North as Melbourne's population increases. Proposals for additional housing in areas like ours do not destroy the physical character of a precinct like Queens Parade. Heritage The heritage frontages must be preserved. Not only preserved but continue to define the streetscape. Height Any residential constructions behind these frontages should be restricted to four storeys rather than six Setbacks The setback of the storeys should be such that the existing parapets should remain set against the sky and not be over-whelmed by buildings behind. Laneways Existing laneways should be used for pedestrian and vehicle access to new buildings and not developed into general traffic thoroughfares. Social/affordable housing Future development should incorporate social housing.
80	Resident - Dwyer Street	<ul style="list-style-type: none"> Opposes to any over development of the Clifton Hill shopping precinct on Queens Parade where any Height would be over 4 levels or storeys.
81	Resident - Brennard Street	<ul style="list-style-type: none"> Heritage/height Queens Parade shopping centre to be developed with sensitivity to its heritage status: Low density development with heritage empathies Maximum development height set with appropriate set back so as not to affect parapets against skyline. Future development should plan to keep the heritage buildings and skyline intact.
82	Resident - No Street	<ul style="list-style-type: none"> Heritage Loss of heritage buildings and "visual pollution" of development above shop fronts.
83	Resident - Hodgkinson Street	<ul style="list-style-type: none"> Heritage Yarra Council now supports high level developments that would totally dominate the heritage streetscape in contrast to residential areas which experience stricter controls. The outcome of having Queens Parade "hemmed in" by over-bearing buildings will have a negative impact. Overshadowing Overshadowing particularly during the long winter months What are the "solar rights" enshrined in the C231 amendment? Six storey developments would completely eliminate sunlight into most of the backyards on the southern side of Queens Parade for the majority of the year. Is this being considered at all and how can this be reconciled? Shadows will be a major issue for neighbouring residents, as well as for those living and working in the proposed new development complexes. Built form Does not support modern design completely dominating a locality of small and intimate homes and streets. Height The proposed amendment (with up to 6 storeys) is far too high. It will dominate a sensitive, heritage area. Parking Parking in the area surrounding Queens Parade is already woefully inadequate. Future development will exacerbate the issue. Lanes The use of existing laneways (for future developments) is fraught with danger. What is supposed to happen if one is leaving one's rear gate and cars are coming along the lane to access new apartment blocks? There will be greater general noise and pollution issues, especially as many homes have windows abutting laneways.
84	Resident - Caroline Street	<ul style="list-style-type: none"> Height Strongly protests the proposal for 6 storey development in the Queens Parade shopping precinct. The scale of development is totally inappropriate and unnecessary for this area. The proposal will significantly change the neighbourhood character and ambience of the street.
85	Resident - Grant Street	<ul style="list-style-type: none"> Heritage Objects to the kind of development proposed in Amendment C231. The proposed outcomes will impact the character of Queens Parade. Council should protect and preserve the heritage buildings along Queens Parade. The character of the neighbourhood can't help but be affected if modern multi-storey buildings are constructed behind or in place of existing dwellings and shops.
86	Resident - McKean Street	<ul style="list-style-type: none"> Heritage The proposed amendment does not adequately protect the heritage streetscape of Queens Parade, and will also have a detrimental impact on the surrounding streets.

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Sub no	Interest	Summary of submission
		<p>Inconsistent with consultant recommendations</p> <ul style="list-style-type: none"> The proposed amendment does not conform to many of the recommendations of the Hansen Built-form Framework, and instead includes higher height limits and less generous setbacks. <p><u>Precinct specific</u></p> <ul style="list-style-type: none"> Precinct 1A – Retain existing maximum height as per the <i>Queens Parade, Clifton Hill: Built Form Review (Draft 15 December 2017)</i> Precinct 1B – A 3 storey 9m height – should be mandatory Precinct 2B – A 3 storeys (9m.) residential as recommended in the Hansen report. Precinct 2B – Height limit to be mandatory. Precinct 3A – A mandatory maximum building height of 4 storeys (12m.) Greater heights will not respect “the architectural form and qualities of heritage buildings and streetscapes and maintain (s) the visual prominence of the St. John the Baptist church belfry and spire” Precinct 3B – Retain existing maximum height as per the Hansen report. Precinct 3B – Height limit to be mandatory. Precinct 4 – The proposed mandatory building height limit of 21.5m. or 6 storeys is too high and does not respect the low-rise single and double-storey dwellings in McKean Street and Hodgkinson Street. Precinct 4 – Height should be restricted to 4 residential floors or 3 commercial floors: 12 metres. Precinct 5 – All building height limits should be mandatory. Precinct 5A – the building height limit for development in what is currently the car-park adjacent to the former UK hotel should be no higher than 11 metres (3 storeys) so that it does not rise above the existing building and will meet the design requirement to “retain the visual prominence and not visually dominate the three dimensional forms of the former UK Hotel when viewed from Raines Reserve.” Precinct 5A – The mandatory building height for Precinct 5A should be limited to 11 metres. Precinct 5B – the building height limit should be 11 metres on Queens Parade frontage and 18 metres on Dummett Crescent as anything higher would visually dominate both the former Clifton Motors Garage and the former United Kingdom Hotel when viewed from Raines Reserve and Queens Parade. Precinct 5B – These two buildings (Clifton Motor Garage and former U.K. Hotel) are Victorian Heritage-listed and the proposed Design and Development Overlay (DDO16) should protect this heritage in the same way as it aims to protect Victorian buildings in the other Queens Parade precincts. Precinct 5B – Setbacks in 5B should be mandated requirements of 6 metres for development at former Clifton Motors building and 6 metres elsewhere. Precinct 5B – The building requirements for Precinct 5B should be a mandatory height limit of maximum 11 metres on Queens Parade and a mandatory 18 metre height limit on Dummett Crescent. Precinct 5C – Building form requirements should be mandatory, not preferred. Precinct 5C – A mandatory height limit of 43m. or 14 storeys should be required Precinct 5C – Limiting development to a mandatory height of 43 metres still represents the highest building height in Queens Parade, and greater height should not be permitted. Precinct 5C – Current building of 10 storeys, and building under construction of 12 storeys already loom over Queens Parade and surrounding streets.
87	Resident - Brenand Street	<p><u>Parking</u></p> <ul style="list-style-type: none"> Increased development along Queens Parade will cause parking issues. <p><u>Impact on local traders</u></p> <ul style="list-style-type: none"> Future development will have an impact on small business. Loss of amenity during construction and customers do not return. <p><u>Height</u></p> <ul style="list-style-type: none"> The heights of the buildings change the “character” of the neighbourhood which in turn makes it an unpleasant or sterile environment for visitors. Supports a “European” height of say four storeys. The residences behind Queens Parade are subject to height constraints. It would make it quite inequitable if buildings behind them on Queens Parade can go beyond four storeys. Urges Council reviewing the current proposal for six storeys and would support four storeys as more European and consistent with current heritage Height.
88	Resident - Hilton Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Six storey developments on both sides of the street will destroy the very appeal that draw visitors to the area. <p><u>Impact on local traders</u></p> <ul style="list-style-type: none"> Without the support of the passing trade, local residents will see their beloved shops and cafes close.
89	Resident - Wellington Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Parapets which are an integral part of the character of the parade and are very visible against clear sky. We fear these will be lost by high rise building behind them. <p><u>Affordable housing</u></p> <ul style="list-style-type: none"> Supports affordable housing and social housing which is badly needed as long as it is not high-rise and acknowledges the character of the neighbourhood. <p><u>Height</u></p>

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90	Resident - Barkly Street	<ul style="list-style-type: none"> We would request a limit of 4 storeys on any proposed development; that it complement the existing buildings around and beside. <p><u>Heritage grading</u></p> <ul style="list-style-type: none"> Recommends that the electrical substation that is located near the intersection of Queens Parade and Alexandra Parade be included in the Heritage Overlay as individually as a significant building. The substation is comparable to substations recommended in the <i>Canterbury Heritage Gap Assessment</i>. Generally, the building is in highly intact, however the lantern has been slightly altered and is missing the ball from the final. The substation is a survivor of the first stage of electrification in the City of Yarra, prior to the establishment of the SEC, and predates the substations built in the 1920s for the electrification of the train and tram lines. It is part of a group of pre-SEC substations of the 1910s seen around the metropolitan area, which illustrate the introduction of electricity into the everyday lives of Melbourne's residents. The substation satisfies Criterion A & D of the HERCON criteria.
91	Resident - Rushall Crescent	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Concerned that the nature of Queens Parade and its streetscape will be significantly altered by the proposed C231 amendment to the Planning Scheme. The heritage overlay should preserve and protect the unique character of this area. The shop parapets and roofline should continue to be set against the skyline and not with a backdrop of further development. The unique heritage shopping centre is also a significant contributor to its overall success, this will be impacted by future development. <p><u>Future built form</u></p> <ul style="list-style-type: none"> Modern development should not overlook and be unsightly for the overall heritage streetscape and adjoining residential heritage areas. <p><u>Impacts of development</u></p> <ul style="list-style-type: none"> The proposed development behind the heritage shops will significantly lessen the amenity of the area by; <ul style="list-style-type: none"> overwhelming the heritage vistas overcrowding the laneway areas overlooking adjoining residential areas diminishing local shopping parking <p><u>Lanes</u></p> <ul style="list-style-type: none"> Safety will be diminished as local laneways are generally narrow and were not designed for greatly increased traffic volumes
92	Resident - Rowe Street	<p><u>Built form/heritage</u></p> <ul style="list-style-type: none"> Recent modern buildings disrespect the ambience of the area looming over the landscape in the form of complete eyesores. Similar developments should not occur along Queens Parade. Council should ensure Queens Parade remains historically significant and ensure development is appropriate.
93	Resident - Spensley Street	<p><u>Neighbourhood character/heritage</u></p> <ul style="list-style-type: none"> Supports changes which preserve the current streetscape and social amenity and protect the character of our streets for the enjoyment of people now and in the future. Concerned about opening the area to further development which will change the heritage character of the streets.
94	Resident - Holden Street	<p><u>Consultation</u></p> <ul style="list-style-type: none"> Further time is required to consider the height limits and architectural and heritage/historical impact of the proposed redevelopment. A public meeting should be called post haste. Has not received one piece of information in the "consultation" process.
95	Resident - Michael Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> The amendment should protect the heritage of Queens Parade. If implemented, it will destroy our heritage, not protect it. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Public participation processes should be designed and implemented in partnership with communities, consistent with community engagement principles. <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Council has failed to meet Policy 1.2.1 and Directive 4.6.1 of Plan Melbourne. Council should have notified every person in the Fitzroy North and Clifton Hill area. Council's consultation process was inadequate and does not align with the Directions from Plan Melbourne. The City of Yarra's draft Amendment C231 does not meet the Melbourne Plan (Plan Melbourne 2017-2050) or the Council's plan. If implemented it will destroy our heritage, not protect it. <p><u>Heights/setbacks/heritage</u></p> <ul style="list-style-type: none"> The draft proposal of a maximum height limit of six-storeys with a setback of six metres is unacceptable and will destroy the heritage of the area. The DDO will encourage facadism and with a loss of heritage buildings.

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		<ul style="list-style-type: none"> New development within Predict 4 must: <ul style="list-style-type: none"> Not be seen from either side of Queens Parade and the side streets backing onto or behind the heritage shops for example, McHae, McKean, Delbridge, Wellington, Gold, Hodgkinson, Turnbull streets and Rushall Crescent. Sit at the rear of the historic shops, the original heritage building must be protected. Maintain the solid built form behind the facades (the bones of the building) and avoid balconies behind existing openings. Ensure that all parapets, chimneys, roofs, walls and current heritage features, for example, external pressed metal ceilings and verandahs are retained and protected. Ensure that all service equipment, including plant rooms, lift overruns, structures associated with green roof areas, screens should not be visible from all streets listed in the above point. Not overshadow residential houses located in the streets listed in the above point. Be stringent guidelines that protect the heritage street-scape of Queens Parade and the heritage buildings. ensure any new infill buildings are: <ul style="list-style-type: none"> Not higher than the existing two storey heritage buildings. Setback to a distance that ensures they are not visible from those areas outlined in the streets above. Built in a manner that are sympathetic to the existing heritage buildings and their verandahs. <p>Heritage grading</p> <ul style="list-style-type: none"> 324 Queens Parade – the heritage assessment of this building is incorrect and should not be given a non-contributory grading. Buildings 308 to 324 Queens Parade should be listed as individually significant in the same way as the Campi buildings 330 Queens Parade be recognised as a Heritage Corner on the Hansen built form reference document (Figure 20 page 56). The building at 390A Queens Parade be recognised as a significant building. <p>Rezone 245 Gold Street</p> <ul style="list-style-type: none"> Rezone 245 Gold Street as recommended by the GIM Heritage report. <p>Compliance with Plan Melbourne/consultant reports/Council Plan</p> <ul style="list-style-type: none"> The amendment does not meet the requirements set out in any of the following documents <ul style="list-style-type: none"> Plan Melbourne – Principles 5 and 7 Clause 22.10 – Built Form and Design Policy Council Plan 2017-2021 - A healthy Yarra Council Plan 2017-2021 - A liveable Yarra <p>Impact of amendment</p> <ul style="list-style-type: none"> The outcomes of 2.2 in DDO16 will create increase risk to the pedestrians, health and safety hazard impacts to backyards on laneways, make it difficult for current residents to access their garages, place extra pressure on the small side-roads. The proposed scale and form of the buildings behind the Queens Parade will attract unsavoury activity and create a safety risk. <p>Laneways</p> <ul style="list-style-type: none"> Directing traffic down lanes will: <ul style="list-style-type: none"> pose a serious risk for pedestrians who use the laneway make it difficult for existing residents to access their garages make commercial deliveries to shops on Queens Parade more difficult put extra pressure on side streets MFB cannot access buildings that are more than two storeys if the laneways are three metres or less in width. DDO will allow built form that will not comply with this regulation.
96	Resident - McKean Street	<p>Heritage</p> <ul style="list-style-type: none"> The heritage strip of Queens Parade is a very important and significant part of our neighbourhood. 6/8 storey buildings will result in an unpleasant, crowded area. The heritage roof lines are an important part of the skyline. <p>Laneways</p> <ul style="list-style-type: none"> Council should support safety and amenity of the laneways which allow access and prevents the massing of usage which leads to inappropriate density.
97	Resident - Wellington Street	<p>Heritage</p> <ul style="list-style-type: none"> The shops built in the 1880s should be conserved because they add to this village atmosphere. <p>Parking/traffic</p> <ul style="list-style-type: none"> Multi-storey development will bring with it more cars and less car parking as new developments seem to all be proposing that they waive car parking requirements in their plans. <p>Built form</p>

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98	Resident - Queens Parade	<ul style="list-style-type: none"> Don't want Queens Parade to become a soulless dark windy street as has happened in many suburbs in the north-east. Understand a certain amount of development is inevitable but height and style of development in Precinct 5 is out of character with heritage charm, shaded road, traffic noise brought by new development <p><u>Height</u></p> <ul style="list-style-type: none"> In Precinct 4 the maximum height allowable should be no more than 4 storeys, as originally specified by the planning minister. The setbacks should be deep at both front and rear. In Precinct 5 the maximum height should have been 10 storeys. Please don't approve anything higher than 14 storeys which is already approved <p><u>Traffic/parking</u></p> <ul style="list-style-type: none"> Concerned that the increased traffic will impact parking. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Concerned that it will create unsafe laneways. Increased development will cause strain on current parking. <p><u>Impact on local traders</u></p> <ul style="list-style-type: none"> Any large scale development will destroy independent businesses working there. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Would like to see shopping strip preserved in its entirety – need to protect this valuable asset. <p><u>Height – mandatory</u></p> <ul style="list-style-type: none"> Should have a mandatory 3 storey limit.
99	Visitor - Melbourne	<p><u>Heritage/height/setbacks</u></p> <ul style="list-style-type: none"> Greatest concern is that Precinct 4 could accommodate 21.5 m buildings 5-6 storeys - twice the height of the current building facades. Could create significant and irreversibly impacts on heritage and adjoining residential areas. Heritage character is important for the centre. Proposed heights with their overwhelming mass and likely contrasting style will destroy character of the area Picturesque shop row skyline, visible form across Queens Parade, with its gabled or hipped roof forms and many original chimneys will also be destroyed Disingenuous to suggest that stipulating minimum setback on the upper levels of the builds would conserve or enhance the heritage overlay Proposed heights represent overdevelopment in the immediate and adjacent heritage areas <p><u>Compliance with planning scheme</u></p> <ul style="list-style-type: none"> Amendment is at odds with planning scheme in relation to heritage policy. <p><u>Amenity impacts</u></p> <ul style="list-style-type: none"> 21.5 m built to the immediate north (of the submitters home) will be overbearing to the 2 storey and well-preserved heritage houses in the street. Development on properties in Hodgkinson Street is required to respect the scale and form of the heritage place by HO317 which seems illogical if 5/6 storey buildings are allowed immediately to the north. Will dwarf the largely single storey houses on Hodgkinson St. Impacts on dwellings in Hodgkinson Street. The proposed taller buildings in Queens Parade would allow overlooking, and reduce light, views and breeze to our yard. Hodgkinson Street dwellings have small rear yards which would be impacted by the taller development. They would also adversely impact solar panels.
100	Resident - Hodgkinson Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Greatest concern is that Precinct 4 could accommodate 21.5 m buildings 5-6 storeys - twice the height of the current building facades. Could create significant and irreversibly impacts on heritage and adjoining residential areas. Heritage character is important for the centre. Proposed heights with their overwhelming mass and likely contrasting style will destroy character of the area Picturesque shop row skyline, visible form across Queens Parade, with its gabled or hipped roof forms and many original chimneys will also be destroyed Disingenuous to suggest that stipulating minimum setback on the upper levels of the builds would conserve or enhance the heritage overlay Proposed heights represent overdevelopment in the immediate and adjacent heritage areas <p><u>Compliance with planning scheme</u></p> <ul style="list-style-type: none"> Amendment is at odds with planning scheme in relation to heritage policy. <p><u>Amenity impacts</u></p> <ul style="list-style-type: none"> 21.5 m built to the immediate north (of the submitters home) will be overbearing to the 2 storey and well-preserved heritage houses in the street. Development on properties in Hodgkinson Street is required to respect the scale and form of the heritage place by HO317 which seems illogical if 5/6 storey buildings are allowed immediately to the north. Will dwarf the largely single storey houses on Hodgkinson St. Impacts on dwellings in Hodgkinson Street. The proposed taller buildings in Queens Parade would allow overlooking, and reduce light, views and breeze to our yard. Hodgkinson Street dwellings have small rear yards which would be impacted by the taller development. They would also adversely impact solar panels.
101	Resident - Grant Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Amendment C231 if enacted will destroy existing architecture and amenity with development that is unsympathetic to the heritage of the area. Will block parapets from view, create a solid bulky mass detracting from the amenity and dominate the heritage architecture. <p><u>Height/amenity</u></p> <ul style="list-style-type: none"> Reconsider C231 and replace it with something that preserves amenity, does not extend above existing heights and does not reduce sun from lanes
102	Resident - Rowe Street	<p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> No buildings looming above streetscape. Mandatory heights 3 storeys (11 metres) for all of DD016. Should not allow additional height for developments across multiple blocks. <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Avoid increasing overshadowing of the footpath and roadway. <p><u>Rear setbacks</u></p>

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		<ul style="list-style-type: none"> The view from the streets and lanes behind Queens Parade is also important. B17 is at least more reasonable than current C231 and B17 should be used instead. Capacity of existing infrastructure The adequacy of public transport should be considered. The impact of new development on PT should also be considered. <p>Parking</p> <ul style="list-style-type: none"> Future development should consider impact on parking and vehicle access to parking. Current parking is close to capacity. <p>Mandatory height</p> <ul style="list-style-type: none"> There should be a mandatory maximum height and it should not be more than 4 storeys. <p>Parking/Traffic</p> <ul style="list-style-type: none"> New development will exacerbate parking and traffic problems. <p>Lanes</p> <ul style="list-style-type: none"> The laneways are long and narrow and will struggle to cope with extra traffic.
103	Resident - Rowe Street	<p>Heritage/height</p> <ul style="list-style-type: none"> Alarmed that Queens Parade could be forever changed by allowing it to be overshadowed by up to 6-storey buildings. These buildings would also be visible and detract from the amenity of surrounding residential streets with their unspoilt heritage streetscapes. Would favour Height of no more than 4 storeys with ample set back, so that heritage facades are not compromised. <p>Rear setbacks</p> <ul style="list-style-type: none"> Consider adequate building setbacks in laneways to avoid 'canyons'.
104	Resident - Delbridge Street	<p>Heritage/built form</p> <ul style="list-style-type: none"> Retain the integrity, history, heritage and uniqueness of Queens Parade for future generations. New development should be 'measured and sympathetic'. Shop facades set against the sky are intrinsic to both the heritage streetscape and neighbourhood character in precinct 4, should not be drowned out by inappropriate and unsympathetic height and setbacks. Changing the status quo in Queens Parade risks a destructive and unnecessary 'gold rush' of speculative development, counter to orderly planning. <p>Rear setbacks</p> <ul style="list-style-type: none"> The proposed heights are excessive and the proposed setbacks infringe on residents behind. <p>Lanes</p> <ul style="list-style-type: none"> C231 introduces inappropriate laneway treatments creating extra traffic which would be undesirable, problematic and unsafe in narrow 3m laneways. Avoid uses and densities that would give rise to vehicle traffic in the first place. <p>Mandatory heights</p> <ul style="list-style-type: none"> Mid-rise development over heritage is inappropriate and vehemently request mandatory height limits not preferred height limits.
105	Resident - Queens Parade	<p>Heritage/built form</p> <ul style="list-style-type: none"> We are the custodians for the next generation. Welcomes sympathetic / respectful new development. An example of good development is the mixed residential/commercial development on the corner of Queens Parade and Gold St It is very concerning future developments would ignore and not protect the unique and amazing 120+ year old Queens Parade streetscape, the only Hoddle design boulevard with shops. <p>Heritage protection and overlays exist for a reason</p> <p>Heights</p> <ul style="list-style-type: none"> Heights in the shopping strip must be in keeping with the existing heights and rooflines. <p>Rear setbacks</p> <ul style="list-style-type: none"> Heritage buildings rely on open space abutting including laneways. Heights on laneways must be managed to enhance the amenity Heights at the rear of buildings on Queens Parade must be restricted to not overshadow or create building mass which impacts on houses and gardens - setbacks and height restrictions must also protect the amenity of houses particularly in Hodgkinson St, Gold St, Wellington St and Micklethwait St. <p>Lanes</p> <ul style="list-style-type: none"> Laneways are narrow and the majority are not suited to car/truck access. New developments should avoid inappropriate use of laneways for regular access. Many laneways are bounded by house boundary walls and windows. Walking and cycling should remain the priority for laneways.
106	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> Walking and cycling should remain the priority for laneways.
107	Resident - Berry Street	<p>Heritage</p> <ul style="list-style-type: none"> Walking and cycling should remain the priority for laneways.

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		<ul style="list-style-type: none"> Would love to maintain the heritage streetscape experience of Queens Parade. Shop parapets set against the sky provide the context for deep connection between family and community. <p><u>Height</u></p> <ul style="list-style-type: none"> Preserve the human scale character of Queens Parade by not allowing speculative development along Queens Parade. To allow 6 storey developments on both sides of Queens Parade would create valleys of alienation and remove the human scale development that we have seen on Queens Parade up to this point <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Commends Council for a DDO to reconcile development to meet growing population and housing needs with the need to preserve the elements that make the area so desirable. There is no time to be lost establishing a framework protecting both heritage of the area and the community feel and permitting housing development in an area with the infrastructure to cope. The proposed amendment is a principled and sensitive approach to reconciling these pressures and demands but has concerns as follows: <p><u>Heritage</u></p> <ul style="list-style-type: none"> The proposals seem to weight the heritage values of Queens Parade between Delbridge/Wellington and Scotchmer Streets over those of Queens Parade between Scotchmer and Rushall Crescent and Turnbull St. No recognition of the Clifton Hill Post Office or the Loneragan and Raven Funeral Parlour (the façade of the latter is not original), but it has a remarkable history that shouldn't be lost). Preserve the Queens Parade streetscape and skyline. Concerned facadism is a danger with relatively high development behind the existing shopfronts, particularly at uniform height and without breaks. It is important there are breaks between new developments. <p><u>Heights</u></p> <ul style="list-style-type: none"> Heights within the shopping strip should be kept with the existing heights and rooflines within the heritage precinct, and where adequate should go up to a maximum of 4 storeys, with a significant setback. <p><u>Rear setbacks</u></p> <ul style="list-style-type: none"> Heights and massing on laneways must be managed to preserve and enhance the amenity of the spaces at the rear of heritage building - including in the laneways themselves. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Precinct 5 must be protected from greedy developers, with height restrictions to 8-10 storeys with significant setbacks. <p><u>Mandatory heights</u></p> <ul style="list-style-type: none"> C231 must identify "maximum heights" instead of "preferred heights".
108	Resident - Coppin Avenue	
109	Resident - Queens Parade	<p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Need to help protect Queens Parade from over-development in height and bulk witnessed now at the Clifton Hill "Terminus Area". <p><u>Heritage</u></p> <ul style="list-style-type: none"> To see the shop parapets against the sky from both sides of Queens Parade in Precinct 4 is just part of the historic flair of this boulevard. Changing the status quo here risks a destructive and unnecessary "gold rush" of speculative development. <p><u>Lanes</u></p> <ul style="list-style-type: none"> The old lane ways are pleasant and useful for residents and walkers but would become dark and unpleasant if higher buildings are allowed built to the fence line. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Retain the integrity, history, heritage and uniqueness of Queens Parade for future generations. Shop facades set against the sky are intrinsic to both the heritage streetscape experience and the neighbourhood character of Queens Parade in Precinct 4. Changing the status quo in Queens Parade risks a destructive and unnecessary "gold rush" of speculative development, counter to orderly planning. <p><u>Heights/setbacks</u></p> <ul style="list-style-type: none"> These should not be drowned out by inappropriate and unsympathetic height and setback allowances. The proposed heights are excessive and the proposed setbacks infringe on residents behind. <p><u>Lanes</u></p> <ul style="list-style-type: none"> C231 introduces inappropriate laneway treatments creating extra traffic - undesirable, problematic and unsafe in the narrow 3m laneways. Avoid uses and densities that would give rise to vehicle traffic in the first place. <p><u>Heritage/neighbourhood character</u></p> <ul style="list-style-type: none"> Am C231 should address streetscape and neighbourhood character, to preserve the amenity and liveability of the street and the neighbour. Heritage houses and shops, allow existing building to stand proudly as a celebration for the past and the present. The Clifton Hill village; to ensure the village character and feel is not lost to towering and overbearing building form. <p><u>Traffic</u></p>
110	Visitor - Melbourne	
111	Resident - Queens Parade	
112	Resident - Queens Parade	

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		<ul style="list-style-type: none"> C231 should address traffic management from increased users; to manage traffic and maintain safe and usable pathways. Support extensive and detail consultation with the community and residents about development proposals. C231 should be developed without extensive collaboration with the stakeholders, communities and residents – remiss and irresponsible if not. As it currently stands (C231) it is very simplistic and takes on a 'one size fits all approach'.
113	Visitor - Melbourne	<p><u>Height</u></p> <ul style="list-style-type: none"> Controls will allow overdevelopment by allowing inappropriate height and density. Buildings to the north east recently constructed have done considerable damage. There is no practical necessity for the height and density proposals currently under consideration. Amenity will not be enhanced by the height and density proposals. A height limit of no more than four storeys is appropriate. The development adjacent to the Rubber Duck Café, corner of Queens Parade and Gold St validates this submission. Prefer no increase in the height of any of the existing buildings. <p><u>Community involvement</u></p> <ul style="list-style-type: none"> The planning process should be driven by the community. <p><u>Traffic/parking</u></p> <ul style="list-style-type: none"> The area will become an unattractive and overdeveloped area with issues of overuse, traffic density, parking. Crucial that the skyline profile of the heritage nature of the precinct be preserved.
114	Resident - Rose Street	<p><u>Healthy communities</u></p> <ul style="list-style-type: none"> Successful communities are crucial to reduce homelessness, crime and drug abuse and the government needs to nurture such community spirit because it is vital to healthy communities. <p><u>Heritage/height/built form</u></p> <ul style="list-style-type: none"> This area is unique and irreplaceable and needs to be protected from inappropriate development. The heights of new buildings should be limited to the current levels. Port Douglas has grown and maintained its beauty and function with limits to height of 3 storeys, Paris is similarly effective. We need that sort of vision and understanding for Queens Parade. Eyesores along Lygon St and Nicholson Street are embarrassing and have a negative impact on everyone who passes by them.
115	Resident - McKean Street	<p>Have seen a lot of changes over the decades. Some good, some not, but this is the worst attack on our suburb we have seen...and by our own elected representatives. Strongly objects to the proposed Amendment C231.</p> <p><u>Amenity</u></p> <ul style="list-style-type: none"> The enormous changes Council is proposing would have a severe impact on the amenity of the area. <p><u>Height</u></p> <ul style="list-style-type: none"> The heights proposed are unacceptable and would destroy the village feel of the area forever. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Why is council ignoring the Heritage Overlay? <p><u>Traffic</u></p> <ul style="list-style-type: none"> The traffic situation has deteriorated significantly and this proposed amendment would add even more traffic and congestion.
116	Resident - Scotchmer Street	<p><u>Heritage/scale</u></p> <ul style="list-style-type: none"> Overall heritage precinct is one of the very key elements of its attraction. Not just the physical attributes of the streets and buildings but the way in which these foster community development. Of key interest is that the historical integrity of the streetscapes, the buildings and the laneways in this particular shopping strip is retained. Make sure the area retains its current scale and amenity. The scale allows for and indeed encourages people to interact in any number of ways, because it is at a human scale. This is what must be preserved. Is it necessary to destroy the intrinsic heritage value of the whole length of Queens Parade? The preservation of special areas such as Queens Parade Shopping Precinct must be seen in the long term. <p><u>Height</u></p> <ul style="list-style-type: none"> Strongly urges the council to keep new development to 4 storeys or less, so they do not overpower the old streetscapes and skylines and to preserve the current nature and functionality of the laneways.
117	Resident - Bennett Street	<ul style="list-style-type: none"> Expresses broad in principle support for the establishment of mandatory and permanent planning controls for Queens Parade.

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Sub no	Interest	Summary of submission
		<p>Heritage</p> <ul style="list-style-type: none"> Heritage value of Queens Parade needs protection. Such a unique profile of low level 'turn of the century' dwellings. Queens Parade retains its distinctive boulevard Victorian/Edwardian character. This must be protected at all costs. <p>Height/heritage/mandatory</p> <ul style="list-style-type: none"> A maximum 4 storey height limit should be mandated for the area of Queens Parade, from Raines Reserve to Smith Street. We urge Council to protect Queens Parade by mandating a maximum four storey height limit. Why is Queens Parade being opened up for development? Why is there no option within C231 to protect Queens Parade outright from multi-storey developments; be they at four, five, six storeys or more? Multi-storey setback properties will overwhelm the existing uniform low-level character of the Parade. <p>Height/mandatory</p> <ul style="list-style-type: none"> Stresses the need for mandated height restrictions negotiated between residents, the Council and the Planning Minister. Reference to preferred limits is a nonsense and will be exploited by developers. We are seeing the true character of the area being destroyed by inappropriate development driven by commercially greedy developers. <p>Precinct 5</p> <ul style="list-style-type: none"> Precinct 5 has proposed heights of 18 and 49 metres or 5 to 16 storeys. The area is currently in proportion with the open space around it. Plans to build to these heights would destroy the look and feel of the area and the heritage value of the existing buildings. <p>Precinct 4</p> <p>Height/heritage</p> <ul style="list-style-type: none"> Has significant heritage streetscape with parapets on many buildings providing the area with its unique character. 21.5 m height on both sides of Queens Parade, with a setback of 6 metres would totally destroy the look and feel of the area. Current heights within the shopping precinct must remain intact and the parapets and rooflines should be preserved and remain outlined against the sky from both sides. Precinct 4 and 5 must be left in the current form with nothing allowed beyond the current heights of buildings. <p>Amenity impacts</p> <ul style="list-style-type: none"> Impact on residents who live adjacent to the precinct must be accounted for. The plans will result in houses adjacent to six storey buildings with either no laneway or a 3m laneway in between. Many buildings have significant heritage value which will be greatly diminished if mid-level buildings are constructed next to them. <p>Lanes</p> <ul style="list-style-type: none"> Laneways in the area should be preserved for walking and active transport. They are unsuited for significant vehicular access. The proposed amendment would see many of the laneways compromised as access to new buildings. I support council policy to enhance the safety and amenity of laneways. The inappropriate densities which this amendment would allow are in opposition to this policy. <p>Community involvement</p> <ul style="list-style-type: none"> Policy 5.1.2 "Plan Melbourne 2017 -2050" indicates local communities should lead planning of their own centres and it states that "where centres are well established or communities are seeking to protect the unique character of their centres (such as protecting heritage buildings or access to public land or open space to achieve community benefit), they should be assisted in determining the desired built form outcomes." The local community must be involved to ensure the unique character of Queens Parade is preserved in its current form.
118	Resident - Ramsden Street	<p>Height</p> <ul style="list-style-type: none"> The amendment, particularly Precinct 4 and 5, will diminish this significantly. The height allowances and limited setbacks will serve to detract from the significant heritage value of the precinct. <p>Heritage</p> <ul style="list-style-type: none"> Too much allowance for speculative development to the detriment of the heritage values. The exquisite ANZ Bank building could be dwarfed between developments on either side. Characteristic facades of shop buildings will be dwarfed by whatever might be built behind them. The size of development in Precinct 5 would be a monstrous imposition on the environs. <p>Height/setback</p> <ul style="list-style-type: none"> Overall, the proposals are too high and not sufficiently set back. <p>Lanes</p> <ul style="list-style-type: none"> The imposition of buildings on the neighbourhood laneways is unacceptable. They would become canyons, visually unattractive and will decrease their amenity and safety. <p>Urban consolidation</p> <ul style="list-style-type: none"> Urban renewal can revitalize a neighbourhood but these proposals do not pay sufficient attention to the precious heritage aspects of Queens Parade.
119	Resident - Woodside Street	
120	Resident - Grant Street	

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Sub no	Interest	Summary of submission
121	Resident - Rowe Street	<ul style="list-style-type: none"> More sympathetic developments would allow urban renewal and protect heritage values. Concerned about the proposed height limits especially the ones above the shops. The unique heritage and character should not be compromised by buildings up to 6 storeys! The loss of the unique roofline and would totally destroy the shopping strip. Proposed delivery of 1,400+ apartments in the Queens Parade area. This is a massive increase of population with a significant impact on traffic, public transport use and the use of limited public spaces which are already past capacity. The proposed apartments will be accessed via small heritage lanes. These were built for access to small backyards and "night soil" collectors. How will they cope and not be damaged by these developments? There should be limitation on heights for the aesthetic impact but also significant shading and privacy issues for dwellings surrounding these developments There are strict guidelines to do a small renovation at your home. There should regulations and guidelines for apartments as well. People in the new developments at the top of Queens Parade can see into the back of our house. Council should try to preserve the unique nature of this part of North Fitzroy and allow sensitive and sustainable development. <p><u>Height</u></p> <p><u>Capacity of Infrastructure</u></p> <p><u>Lanes</u></p> <p><u>Heights/overshadowing/privacy</u></p> <p><u>Sustainable development</u></p>
122	Resident - Queens Parade	<ul style="list-style-type: none"> It is of absolute importance that Queens Parade be protected and enhanced for its historical, cultural and economic significance. Prioritise the protection and enhancement of the recognised historical significance and heritage nature of the existing shops, houses and streetscape. The existing streetscapes are precious, historical and cannot be replaced. The heritage protection proposed is absolutely inadequate. The existing roofline and silhouette on the skyline must be preserved. <p><u>Future built form</u></p> <ul style="list-style-type: none"> The scale, height, look and form of new development should respect and not overwhelm existing houses and shops. <p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> Mandatory controls are essential to identify limits and the scale of any developments. Developers can take on projects with clarity, knowing the limits. <p><u>Lanes</u></p> <ul style="list-style-type: none"> The importance of heritage laneways is well established. They are not built for, or appropriate to carry, vehicle traffic of any significance. They need to be protected and preserved. <p><u>Height</u></p> <ul style="list-style-type: none"> Housing development, up to six storeys, a short distance back from the facades of the shops is unsettling. <p><u>Built form</u></p> <ul style="list-style-type: none"> While understanding the need for housing close to the city it should remain in something close to its existing form. Development of the shopping strip should acknowledge the special heritage characteristics, including the scale of the existing structures, and the role it plays as the lively centre of the North Fitzroy/Clifton Hill community. <p><u>Heritage/views</u></p> <ul style="list-style-type: none"> While some of the principles in the amendment are appropriate, the proposed scheme does not appropriately address the principles. For example, the Protection of key views to significant heritage landmarks is an important principle but the proposed scheme does not achieve that goal. The proposal does not adequately protect and conserve a unique strip shopping environment in the inner city. Extremely concerned the proposed scheme will choke Queens Parade and Fitzroy North, smother its heritage and destroy existing neighbourhood character. <p><u>Height/bulk</u></p> <ul style="list-style-type: none"> Proposals to minimise visual bulk and mass when viewed from neighbouring properties. The proposal for 5, 8, 10 and 14 storeys will choke the skyline and absolutely dominate the immediate neighbours while significantly impacting on more distant views. The development Clifton Views is a clear example of dominance of significant multistorey developments of the skyline. This is exacerbated by a neon sign that can be seen from many vantage points within the neighbourhood. The scale and bulk of the multi storey buildings (particularly the proposed 8, 10 & 14 storeys) will impact adjacent neighbours and a wide area of the local neighbourhood. Urge Council to reduce height, scale and bulk of developments. <p><u>Impact on amenity</u></p>
123	Resident - Page Street	
124	Resident - Rowe Street	

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Amenity impacts on the neighbourhood of extensive multi storey developments is a concern. Factors seriously impacted include: <ul style="list-style-type: none"> local traffic volumes car parking access to public open space commercial amenity and sustainability of the village/local neighbourhood shopping strip. Urban consolidation Affordable housing Understand and support the need for urban renewal. Affordable housing is important as is an increase in our urban density. Urban consolidation Appreciates the demand and need for more affordable housing, should be handled in a way which honours and respects Queens Parades streetscape skyline and character.
125	Resident - Horne Street	<p>Height/heritage setbacks</p> <ul style="list-style-type: none"> Recommends setting back development. Nothing protruding above 3 storeys. Neglecting to do so will sterilise our neighbourhood's great visage, abasing its visual personality enjoyed by thousands each day, only to benefit a very small number of people. <p>Adequacy of current controls</p> <ul style="list-style-type: none"> Current controls inadequate if Clifton Views is a guide. The current planning regulations for the area are inadequate given the terrible eyesores that have been built near Hoddle St (Clifton Hill views etc). It would be hard to imagine an uglier building and so prominent. How did the City of Yarra ever let this be built? There is an urgent need for heritage and design requirements to ensure such developments do not repeat Clifton Views type developments. <p>Height</p> <ul style="list-style-type: none"> Allowing up to 6 storeys does not meet the intended purpose of the amendment. The current streetscape should be preserved (and not just facades) with setbacks. Perhaps 3 storeys may preserve the area. <p>Rezoning</p> <ul style="list-style-type: none"> Support the rezoning of the corner of Smith and Queens Parade if it means housing would be permissible.
126	Resident - Dwyer Street	<p>Retaining shops and character</p> <ul style="list-style-type: none"> Retaining and supporting the local shops and character of Queens Parade is very important - it fosters a sense of community that is unique to this area. It allows residents to feel connected. It gives locals a place to meet within walking distance to their homes. <p>Heritage</p> <ul style="list-style-type: none"> Preserving heritage buildings and the long history of the area. Strongly objects to C231, everything possible should be done to resist the over development of our area.
127	Resident - Hodgkinson Street	<p>Height</p> <ul style="list-style-type: none"> Objects to the proposed 6 storey limit. We must protect the heritage of the current buildings as was the case until recently. The recent removal of the height limit has led to two monstrous developments adjacent to McDonalds. Act now to prevent these kinds of decisions ruining the historical charm of the area forever. <p>Heritage</p> <ul style="list-style-type: none"> Heritage parapets must be visible against the sky line on both sides of the street. <p>Impact on traders</p> <ul style="list-style-type: none"> Wife runs a business in Queens Parade yet despite the potential extra business it may bring, relaxing the height restriction is detrimental to the area long term and so remain opposed to it.
128	Resident - McKean Street	<p>Height</p> <ul style="list-style-type: none"> Objects to the proposed 6 storey limit. We must protect the heritage of the current buildings as was the case until recently. The recent removal of the height limit has led to two monstrous developments adjacent to McDonalds. Act now to prevent these kinds of decisions ruining the historical charm of the area forever. <p>Heritage</p> <ul style="list-style-type: none"> Heritage parapets must be visible against the sky line on both sides of the street. <p>Impact on traders</p> <ul style="list-style-type: none"> Wife runs a business in Queens Parade yet despite the potential extra business it may bring, relaxing the height restriction is detrimental to the area long term and so remain opposed to it.
129	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> Wish to enjoy Clifton Hill Queen Parades shopping centre as it is. We want the heritage and history protected. Part of the neighbourhood character is viewing heritage parapets against the skyline of Queens Parade. Please don't destroy our history and heritage for future generations. <p>Built form</p>

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Recent multi-storey development in Clifton Hill appears inappropriately large, not fitting in with our beautiful historic community. <p>Height</p> <ul style="list-style-type: none"> Six storey developments would be inappropriate, ruin our beautiful sense of skyline and cause more traffic congestion. <p>Heritage</p> <ul style="list-style-type: none"> Want to ensure the character, beauty and history of Queens Parade will be preserved and not ended by new urban development. Protect the views of heritage shop parapets against the sky on both sides of Queens Parade in Precinct 4 is essential to conserve heritage character of the area. A pleasing project in Clifton Hill was the historical site the "House of the Gentle Bunyip" just off Queens Parade. The balance between historical integrity and more modern restrained building for social housing is something to be proud. <p>Built form</p> <ul style="list-style-type: none"> Clifton Hill in recent times has undergone much development in the local residential streets. While I see need for some change not all new buildings are aesthetically pleasing or truly enhance the character of the area. Unfortunately much of the modern commercial cheap box-like construction is an eye sore. If new developments in Smith Street, Collingwood indicate what may occur in a future Queens Parade it would be a disaster. <p>Height</p> <ul style="list-style-type: none"> Allowing Height to 6 storeys will be regretted and can unfortunately never be undone. We hope that generations to come will enjoy the majestic streetscape of Queens Parade that we experience as a very significant part of our lives.
130	Resident - Home Street	<p>Urban consolidation</p> <ul style="list-style-type: none"> We accept that parts, such as workshops, must be redeveloped. We also accept that with 100,000 new citizens a year in Melbourne we need to find homes all around the city. Queens Parade is an integral part of this area and although development is inevitable, it should remain recognisable as what it always has been. <p>Heights/setbacks/mandatory</p> <ul style="list-style-type: none"> That means maintenance of its facade, very limited increase in height and compulsory setbacks. <p>Social housing</p> <ul style="list-style-type: none"> New development must also include social housing to encourage a mix of new people. After all the original folk around here who established this extraordinary heritage were not the wealthy, but came from a range of social strata with a variety of jobs.
131	Resident - Rowe Street	<p>Urban consolidation / affordable housing</p> <ul style="list-style-type: none"> Understand it is important to provide affordable housing for an ever-expanding Melbourne population in areas that can give them the infrastructure that they need. Development should be appropriate for the heritage environment. <p>Heritage</p> <ul style="list-style-type: none"> Concern about changes to buildings in Queens Parade that would distract from the heritage value. It is important the heritage parapets in Queens Parade continue to be seen against the sky from both sides of Queens Parade. Any development should be set back far enough not to interfere with the overall heritage visual appeal of the Queens Parade shopping strip.
132	Resident - Park Street	<p>Future built form/heritage</p> <ul style="list-style-type: none"> We must learn from our past mistakes: Razing beautiful Victorian buildings and replacing them with dull questionable, currently in vogue architecture. To erect the latter behind and above existing heritage parapets is unforgivable. (Shades of what happened in Melbourne post war) this cannot happen again. We do not want to see modern contemporary buildings abutting a rising and engulfing magnificent heritage buildings as there are in Queens Parade, there seems to be plenty of space elsewhere. A prime example of questionable architecture is that structure at 271 Queens Parade, Clifton Hill. About five different styles of architecture in the one building, not a lot of good planning there. <p>Consultation</p> <ul style="list-style-type: none"> We cannot dismiss or discourage development, it must happen but with good planning, good taste and good communications with local residents, local councils and others.
133	Resident - Wellington Street	<p>Built form</p> <ul style="list-style-type: none"> Objects to the Amendment C231. Significant changes should be made to this Amendment for it to be acceptable. Recent changes are completely altering the fabric of our suburb. We are starting to be overwhelmed by high rise apartment blocks, closed off to streets, overshadowing our footpaths and ruining the fabric of the community. Inappropriate apartment blocks, where 1 and 2 bedrooms do not benefit anyone in the long-term. These will become the slums of the future. <p>Heritage</p> <ul style="list-style-type: none"> This amendment does not fully protect our historic shop precinct.
134	Resident - Bennett Street	

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Visual skyline will be destroyed. Translation of consultant work Hansen report said 4 storeys. Why did the Planning Officers then go from 4 to 5 to 6 storeys further dwarfing the built landscape? Mandatory heights Why preferred heights, not maximum height? Giving developers excuses with VCAT. We need mandatory maximum of 4 storeys. Lanes Objects to inappropriate use of laneways, the veins of our suburb being used for access to high-rise developments. There are safety issues for pedestrian traffic, noise and disruption to current low-rise dwellings with back fences to laneways.
135	Resident - Kneen Street	<p><u>Heritage/policy</u></p> <ul style="list-style-type: none"> The streetscape appearance of my own street is (heritage) listed, so new buildings should not be visible from the street, above the roofline of the existing buildings. This principle should apply to Queens Parade, where the street view of the shops is an example that has survived modern development. If new buildings overshadow the streetscape, our heritage is being lost. We have the opportunity, at Queens Parade, to preserve this almost unique appearance. New developments will alter its character for the worse. Recognises the need to modernise urban buildings and to provide housing and facilities for an increasing population, but there already are major developments in this area that will offer a substantial amount of new accommodation. It is not appropriate to change the appearance or character of the shopping strip in order to provide yet more buildings. <p><u>Height</u></p> <ul style="list-style-type: none"> The height of any new buildings behind the shops should not intrude into the sky above the existing parapets, as seen from the street. Six storeys would be far too tall, four storeys might be acceptable if the buildings were to be set well back from the line of the shops, but there would still be a problem with increased traffic and overnight parking. The streetscape view of the Queens Parade shops is one of very few examples of an iconic cultural heritage that should be preserved. Think of the future, how the area will look in 2050 and resist this area becoming like everywhere else. <p><u>Traffic</u></p> <ul style="list-style-type: none"> The vehicle traffic along Queens Parade, and in the streets that cross it such as Michael and Delbridge Streets, does flow along but is congested in the rush hours. Further residences in the area of the shops would increase traffic to an unacceptable level. It would not be safe to use the cobbled back lanes for larger numbers of vehicles, as is proposed for the new housing. <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Noting the City's policy 5.1.2 to support "vibrant activity centres", the shopping area of Queens Parade is already exactly that. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Doesn't oppose development, but expresses concern about how dangerous developers can be if operating in an open and unregulated marketplace. Lives opposite Precinct 5 in Queens Parade which is absurdly classified as a heritage zone. On the opposite side of Queens Parade it seems that anything is allowable – with the latest building application rising from 11 to 22 storeys. The ugly Clifton Heights Old Folks Home at 11 storeys is twice as high as it should be in this area. Heritage zoning is absurd if this sort of contrast is allowed, so the height restraints proposed are welcome but I query whether the limits are low enough for the Precinct 4 zone which is the heart of the current planning proposals. <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> Precinct 4 is commercial heart of the suburb. This is a generally two storey, modest Victorian era infrastructure. C231 Amendment rightly point to the St John's Cathedral, the old ANZ Bank building and the old United Kingdom Hotel and the old Clifton Hill Motors buildings as the key influential structures which set the view lines and character for the Precinct 4 area. These are the highest structures and include the only ones over 3 or 4 storeys. <p><u>Height</u></p> <ul style="list-style-type: none"> Major disagreement is the proposed limits of six storeys. Too high by at least two storeys and should be limited to three or four storeys. Six storeys is three times the height of the existing will be too visually dominant. 6 storeys would be higher than St John's and ANZ and totally dominate the landscape when seen from the opposite. On larger, say industrial blocks of land (not adjacent to existing housing) 6 storeys is my preferred height limit. Generally, the Council has provided us with a much needed planning document, sympathetic to general community values except that 6 storey height limits are too great for a two storey shopping precinct and ignores the less dominating proportions of 3 or 4 storeys. Fair greater height restrictions needed when working/building in historical precincts <p><u>Built form</u></p>
136	Resident - Queens Parade	<p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Noting the City's policy 5.1.2 to support "vibrant activity centres", the shopping area of Queens Parade is already exactly that. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Doesn't oppose development, but expresses concern about how dangerous developers can be if operating in an open and unregulated marketplace. Lives opposite Precinct 5 in Queens Parade which is absurdly classified as a heritage zone. On the opposite side of Queens Parade it seems that anything is allowable – with the latest building application rising from 11 to 22 storeys. The ugly Clifton Heights Old Folks Home at 11 storeys is twice as high as it should be in this area. Heritage zoning is absurd if this sort of contrast is allowed, so the height restraints proposed are welcome but I query whether the limits are low enough for the Precinct 4 zone which is the heart of the current planning proposals. <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> Precinct 4 is commercial heart of the suburb. This is a generally two storey, modest Victorian era infrastructure. C231 Amendment rightly point to the St John's Cathedral, the old ANZ Bank building and the old United Kingdom Hotel and the old Clifton Hill Motors buildings as the key influential structures which set the view lines and character for the Precinct 4 area. These are the highest structures and include the only ones over 3 or 4 storeys. <p><u>Height</u></p> <ul style="list-style-type: none"> Major disagreement is the proposed limits of six storeys. Too high by at least two storeys and should be limited to three or four storeys. Six storeys is three times the height of the existing will be too visually dominant. 6 storeys would be higher than St John's and ANZ and totally dominate the landscape when seen from the opposite. On larger, say industrial blocks of land (not adjacent to existing housing) 6 storeys is my preferred height limit. Generally, the Council has provided us with a much needed planning document, sympathetic to general community values except that 6 storey height limits are too great for a two storey shopping precinct and ignores the less dominating proportions of 3 or 4 storeys. Fair greater height restrictions needed when working/building in historical precincts <p><u>Built form</u></p>

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		<ul style="list-style-type: none"> Architectural elements are clearly exposed in Queens Parade. New architectural elements will be will mostly be apartments on single width lots with verandas facing the street and inevitably present a mixed bag of edifices to the street looking like a real dog's breakfast. New tall structures will back on to 1 or 2 storey dwellings with back yards subject to shading and overwhelming scale. The Precinct 4 Queens Parade shops are generally a modest uniformity. To challenge this with huge often narrow and messy disparate additions is going create an unprepossessing mess. Once destroyed it would be hard to distinguish what was typical and authentic about this modest streetscape. <p><u>Heritage</u></p> <ul style="list-style-type: none"> What is attractive to visitors and residents to Queens Parade is historical authenticity - a sense of time and place which could be easily lost if overwhelmed by new additional and tall 'background' developments. <p><u>Height</u></p> <ul style="list-style-type: none"> Regulations require solar panels must be flat and not tilted (even though they would be more efficient) to ensure that they cannot be seen from the street. Yet the same planning authority which restricts unobtrusive and environmentally friendly technology appears to encourage, the development of six storey plus buildings that can be seen for miles. <p><u>Overshadowing/overlooking</u></p> <ul style="list-style-type: none"> Recently objected to a six storey development on Queens Parade that abuts the rear laneway which separates it from domestic properties by just under three meters. Proposal was eventually reduced to four storeys. If completed it will overshadow and reduce sunlight into the backyards. The distance from Hodgkinson Street to the rear lane boundary is a great deal shorter, almost half that, from McKean Street domestic properties on the opposite side of the boulevard to Clifton Hill. <p><u>Urban consolidation/affordable housing</u></p> <ul style="list-style-type: none"> Not opposed to urban renewal, but future developments must be thoughtfully designed with mandatory height limitations, below four storeys, must include affordable social housing. It is achievable without diminishing heritage streetscapes of both the parade and the dwellings that surround it. <p><u>Heritage/built form</u></p> <ul style="list-style-type: none"> Potential future character in significant streetscapes should reflect that streetscape with new built form constructed to the boundary. Future street wall should be influenced by the predominantly two storeys. This was recommended by Council's consultants. New development should also provide a sensitive transition to Hodgkinson Street and McKean Street. <p><u>Heritage</u></p> <ul style="list-style-type: none"> The strip is so identifiable, the history of the area, and most importantly the unique skyline should remain intact. These heritage buildings are precious, not only for the current demographic, but so importantly for generations to come. It is essential to preserve aspects of Melbourne's heritage. <p><u>Heritage/height/setbacks</u></p> <ul style="list-style-type: none"> 6 storeys in Precinct 4 will create a canyon effect and overwhelm the character and heritage. 6 storeys too high given the modest setback. Proposes that the height limit be 4 storeys only. Current facades and heritage buildings will be overwhelmed by a large built volume of modern apartment buildings. Diagrams in consultant work illustrate this Concerned it will look like the atrocity council permitted in Precinct 5, but with fewer storeys. This will detract from the current relaxed, historic open and scenic vista of Queens Parade. The whole character will change. Accepts that development is needed and housing density is required in order to make better use of Melbourne's scarce resources, but not at the cost of a magnificent streetscape. <p><u>View lines/streetscape</u></p> <ul style="list-style-type: none"> Urges Council to strike a better balance than the current proposal between developers/increased housing and the wishes of ratepayers and residents Far too much emphasis is placed, in the various reports, on views of the notable buildings. There is no point in being able to view a notable building from the midst of an ugly canyon. The views should be kept but so does the overall character of the street. <p><u>Built form</u></p> <ul style="list-style-type: none"> Typically properties are bought by developers, a modest facade is kept, height overwhelms the heritage aspects and cafes are put on the ground floor as they are allegedly popular. The overall impact is not for an improvement. <p><u>Affordable/social housing</u></p> <ul style="list-style-type: none"> Mandate a proportion of the housing developed be social housing managed by community Housing organisations. <p><u>Rear setbacks/overshadowing</u></p> <ul style="list-style-type: none"> Our rear boundary is north facing onto a 3m lane way. Have solar and skylights on and in the roof of our boundary building – concerned about losing sunlight to panels. Will we be compensated for the loss? Concerned our power bill will significantly increase because new building will rendering the solar to NIL and reduce light from our skylight will increase power bills. <p><u>Parking</u></p> <ul style="list-style-type: none"> On-street resident parking, is necessary for us when unloading groceries etc.
137	Resident - Hodgkinson Street	
138	Resident - Grant Street	
139	Resident - Spensley Street	
140	Resident - Hodgkinson Street	

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Significant development along Queens Parade should not be allowed to reduce car parking spaces because this will exacerbate parking issues. Would new development receive resident parking permits with parking in front of the shops, in Hodgkinson, Gold Street and Turnbull Street? This will affect the Collingwood Leisure centre usage and parking especially if they have resident parking permits. Permits should only be issued if FULL on-street parking is provided <p><u>Inconsistent with consultant recommendations</u></p> <ul style="list-style-type: none"> Hansen report recommended 4 storeys and 45 degree setback from the resident boundary fence rather than the Queens Parade shop boundary and an 8m high rear wall height. Request Council apply the Hansen report, as being the maximum development height which will still allow for growth and development in a controlled manner <p><u>Height/heritage</u></p> <ul style="list-style-type: none"> The buildings in Hodgkinson St are all 100 years old and classified as heritage, we cannot build a second storey that can be seen from across the road – but we will see these 6 storey proposed developments from everywhere. The same controls and regulations should be applied to the commercial buildings, unless they are heritage designed and a maximum of 4 storeys as proposed in the Hansen report. Strongly oppose the Precinct 4 proposed changes
141	Resident - Alfred Crescent	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Heritage buildings are a focal point for the community and contribute to the village feel. Strong community is why we all love living in North Fitzroy. Other areas like Bridge Road destroyed by over-development – protect Queens Parade for future generations. Massive development is all around the area - surely we can protect the shopping strip. <p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> Limit heights to a mandatory 4 storeys. 6 storeys is excessive and will ruin the area. Unique skyline needs to be protected. We should see the historic parapets against the sky from both sides of Queens Parade. Away from the shopping strip there should be a mandatory height limit of 7 storeys. The push by developers for mid-rise buildings is totally inappropriate. This area needs very careful planning to protect what we have. <p><u>Lanes</u></p> <ul style="list-style-type: none"> Mandatory height limits along them and keep them for pedestrian and bike traffic not vehicles <p><u>Rear setbacks/mandatory</u></p> <ul style="list-style-type: none"> Make setbacks mandatory at street front and at the rear adjoining housing. Any building should have mandatory setbacks both the front on Queens Parade to protect the streetscape but also from the back to protect the houses.
142	Resident - No Street	<p><u>Heritage/built form</u></p> <ul style="list-style-type: none"> Would be an atrocity to destroy this heritage street with inappropriate development Council promotes community hubs heritage safety and liveability but may not achieve them or the associated values. Massive development can compromise these values. Development is inevitable but we do not have to accept all development. Need to preserving heritage buildings, streetscape and maintaining the heritage overlay Queens Parade should be protected from tall buildings like Clifton Views Council is inconsistent – strict regulation in residential areas but allowing 6 storeys in Queens Parade. Development of shops should have the same restrictions as residential areas e.g. heritage overlay, height limits (1 storey), sight lines, overshadowing and the impact on neighbours. Listen to the community say no to development in the sensitive sections of Queens Parade <p><u>Future precedent</u></p> <ul style="list-style-type: none"> Concerned that decisions made for Queens Parade will impact on future planning decisions for St Georges Rd, North Fitzroy. <p><u>Traffic</u></p> <ul style="list-style-type: none"> Concerned about impact of increased traffic volumes on local residential streets Compromised safety and liveability of local streets from increased traffic <p><u>Parking</u></p> <ul style="list-style-type: none"> Should consider future demand for parking and access to car parks <p><u>Other areas of Queens Parade more appropriate for higher densities</u></p> <ul style="list-style-type: none"> The current proposals are not appropriate for Precinct 4 – development in other precincts such as the southern section (between Smith St and Alexandra Parade) could accommodate development The vista/streetscape of Queens Parade and the character of these buildings should not be destroyed by allowing large ugly heritage-insensitive developments to be built above or immediately behind them (Clifton Views). <p><u>Lanes</u></p> <ul style="list-style-type: none"> The unique history of the bluestone laneways should be considered. These laneways are narrow, run immediately behind homes and were not designed to be major thoroughfares.

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Sub no	Interest	Summary of submission
143	Resident - O'Grady Street	<p><u>Heritage/built form</u></p> <ul style="list-style-type: none"> We want to continue to enjoy Queens Parade's unique heritage. Important to neighbourhood character. The proposed changes places this in jeopardy, risking the vibrant community with inappropriate developments. Understand the need for urban renewal. Appropriate developments, effective infrastructure planning, and affordable and social housing are very much needed. Please ensure Clifton Hill is equally wonderful for the next generation to experience and enjoy. <p><u>Consultation/decision making</u></p> <ul style="list-style-type: none"> Wants local community consultation and acceptance and implementation of community consensus Transparency of decision making important and of the underlying principles and interests and values involved <p><u>Heritage</u></p> <ul style="list-style-type: none"> Wants protection of the form and historic character of the area Wants respect for the existing building scale relationship between Queens Parade and the surrounding residential areas Development along the entire boulevard must be sympathetic and consistent with the scale and bulk of building in the area Heritage and preservation values must be observed and not displaced by inconsistent regulatory planning controls. Proposals are inconsistent with heritage values. Approach does not accord with established values of Local Planning Policy Framework, the Development Guidelines for Heritage Overlay The proposals would transform and destroy the character of the Parade <p><u>Height</u></p> <ul style="list-style-type: none"> The mid-rise (5-6 storeys) elements of the proposals are inconsistent with the existing heritage values and the form of the street The overall heights and wall heights and laneway treatments are excessive. <p><u>Translation of consultant reports</u></p> <ul style="list-style-type: none"> Why were the consultants 4 storey limits increased? <p><u>Setbacks</u></p> <ul style="list-style-type: none"> The setbacks are inadequate <p><u>Lanes</u></p> <ul style="list-style-type: none"> Proposals misunderstand the nature and character of the associated laneways their use and limitations Net community benefit No clear benefit case for the particular approach adopted. What are the public and community benefits (as distinct from developers) for this planning policy model? The maintenance of the current scale and heritage values of the area produce clear public benefit and value. <p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> Mandatory height and scale limits are essential - preferred limits avoid planning outcomes and result in dispute, litigation and community cost. <p><u>Sustainability</u></p> <ul style="list-style-type: none"> Proposals ignore the values of sustainability in development and planning and the quality of building. (6 storey buildings side by side in terrace row style cannot deliver on light, ventilation, noise, traffic, parking etc.) <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Strongly oppose proposed approval of dominating building forms and heights at the top of the parade. There is no warrant for such unconstrained development so out of character with the rest of the surrounding neighbourhood.
144	Resident - Alfred Crescent	<p><u>Support</u></p> <p>Supports Council with implementation of built form controls for Queens Parade but would like modifications</p> <p><u>Visibility</u></p> <ul style="list-style-type: none"> An additional performance control should be considered - any new built form constructed behind the heritage facades should not be seen when viewed from the opposite footpath along Queens Parade. Would retain current visibility of heritage trees, heritage parapets and sky beyond. <p><u>Heritage/neighbourhood character</u></p> <ul style="list-style-type: none"> DDO seeks to ensure scale of new development does not overwhelm a heritage building or obscure key views to landmarks. This needs to be carried through in the controls. Greater development will severely compromise the heritage and neighbourhood character. <p><u>Urban consolidation/heritage</u></p> <ul style="list-style-type: none"> Gas Works site and Precincts 2 and 5 allow for greater development opportunities. Not all precincts need to allow increased development - Precinct 4 should be quarantined from inappropriate development <p><u>Lanes</u></p> <ul style="list-style-type: none"> Secondary streetscapes of laneways and low-rise properties should remain intact to maintain character of the area.
145	Resident - May Street	

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Primary point for vehicle entry should not be the laneways. Not designed for vehicles. <p><u>Rear setbacks</u></p> <ul style="list-style-type: none"> Setbacks need to consider the current conditions - rear fences, limited views of buildings, wide unobstructed views to the sky. Should not be overshadowed by two storey buildings abutting nor should a feeling of a constructed canyon be created. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Height limits should be mandatory, not preferred, 14 storeys or 43 m in this area is essential to preserve the heritage buildings. Preferred limits will see ever higher development applications. Mandated heights will give greater planning certainty for residents, Council and developers. <p><u>Precinct 1</u></p> <ul style="list-style-type: none"> Retain existing maximum Height as per consultant work 3 storeys 9m residential to be mandatory - Precinct 1B <p><u>Precinct 2</u></p> <ul style="list-style-type: none"> Retain existing height as per the Hansen Report. Height limit to be mandatory. Retain controls as drafted in the Interim Controls – they have more detail and have been rigorously tested at VCAT for 26- 56 Queens Parade. <p><u>Precinct 3</u></p> <ul style="list-style-type: none"> Mandatory maximum height of 4 storeys 12m. Greater heights will not respect “the architectural form and qualities of heritage buildings and streetscapes and maintain the visual prominence of the St. John the Baptist church belfry and spire Retain existing maximum heights as per Hansen report. Height limit to be mandatory. - Precinct 3B <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> Gas Works site and Precincts 2 and 5 allow for greater development opportunities. Not all precincts need to allow increased development - Precinct 4 should be quarantined from inappropriate development Height should be restricted to 4 residential floors or 3 commercial floors: - 12 metres. Height limit should be mandatory. Setbacks for the lanes behind the shopping strip are inadequate and would destroy the open and pedestrian-friendly fabric of the present laneways. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> All building height limits should be mandatory, consistent with height limits in other Precincts. Building requirements should be mandatory rather than preferred. (setbacks?) DDO requires new development respects qualities of heritage buildings and retains views to landmarks. Controls need to be drafted to achieve this. <p><u>Precinct 5A</u></p> <ul style="list-style-type: none"> Height limit should be no higher than 11 metres mandatory to retain the visual prominence and not visually dominate the three dimensional forms of the former UK Hotel when viewed from Raines Reserve. <p><u>Precinct 5B</u></p> <ul style="list-style-type: none"> Building height should be mandatory 11 metres on Queens Parade and mandatory 18 metres on Dummett Crescent to retain heritage values of these the two existing buildings New development on Queens Parade should be designed not to dominate and be complementary to the existing heritage buildings Setbacks in 5B should be mandatory (not preferred) The building requirements for Precinct 5B should be a mandatory height limit of maximum 11 metres on Queens Parade and a mandatory 18 metre height limit on Dummett Crescent. <p><u>Precinct 5C</u></p> <ul style="list-style-type: none"> Requirements should be mandatory, not preferred. A mandatory height limit of 43m or 14 storeys should be required – greater height should not be permitted The highest built form should be mid-block. This will acknowledge the current built form as being the maximum height. Heights should fall away or be similar at the north and south ends of this block. Draft controls to ensure that property on the corner of Hoddle Street and Queens Parade is not treated as a treated to allow higher built form Any development on the northern most portion of Precinct 5 should not impose itself on the Merri Creek valley form <p><u>Precincts 1 and 2A</u></p> <ul style="list-style-type: none"> Submission discusses the history of development at 26-56 Queens Parade and expresses frustration and bewilderment with the planning system. Submitter seeks consistency, clarity and certainty. Aquila Building – an apartment building of six storeys. This building is a prime example of planning controls failing, particularly in terms of overlooking. Construction degraded bluestone lane and caused damage to properties on the laneway. Planning controls must be in place but must also be enforced. Gasworks site – why is it 8 storeys and 26-56 Queens Parade has a 10-storey limit? There should be consistency
146	Resident - Queens Parade	

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Sub no	Interest	Summary of submission
		<p>Summary of submission</p> <p>Mandatory controls</p> <ul style="list-style-type: none"> • Mandatory controls would increase certainty and reduce costs. This leads to clarity and certainty. • The current planning scheme has few mandatory controls and excessive discretionary controls. VCAT is pro-development but costs make housing less affordable. • On Strategic Development Sites there is a general requirement that proposed development should be no more than 5 to 6 storeys unless certain other criteria are met. Apart from Precinct 5 there are almost no developments in the area that exceed 6 storeys. The rational approach would be to preserve the heritage, ambience and current scale of this suburb to a maximum of 6 storeys and remove discretionary criteria <p>Rear setbacks/mandatory</p> <ul style="list-style-type: none"> • Inconsistencies with the way setbacks are measured on and adjoining lanes • Further confusion arises with setbacks on lanes, particularly when measuring the 45 degree angles from differing heights. Measurements in consultant reports are taken from various locations on the lane • Setback and other measurements should be taken from the property boundary and should be mandatory, as is the case with front setbacks <p>Laneways</p> <ul style="list-style-type: none"> • Council preference to put traffic in laneways is unrealistic and unworkable. • Precinct 4 a maximum of 4 storeys with generous setbacks is required. • 6 storeys would destroy the character and ambience of the shopping strip. <p>Parking</p> <ul style="list-style-type: none"> • Adding excessive residential apartments above the heritage shops would add greatly to the parking needs of the area, reduce parking availability and probably drive customers away rather than attracting them.
147	Resident - Wellington Street	<p>Height/mandatory</p> <ul style="list-style-type: none"> • 6 storeys for the proposed infill behind the shop fronts with only a 6m setback is excessive and will overwhelm the present heritage shop fronts. • Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct – the parapets and rooflines are significant • The height of the infill buildings must be mandatory not preferred so as to give a much greater degree of certainty to local residents <p>Built form</p> <ul style="list-style-type: none"> • Concerned about balconies and unsympathetic upper level elevations that are exposed to the public domain <p>Setbacks</p> <ul style="list-style-type: none"> • Setback needs to be greater than 6m to ensure shop fronts are not overwhelmed and the sky line is not filled with tall buildings. • Heritage values set out in DDO but is concerned that controls won't deliver suitable heritage outcomes <p>Rear setbacks</p> <ul style="list-style-type: none"> • Excessive wall heights on the rear laneways up to 8m and 11m on only a 3m wide laneway • Wind tunnel effect will be created by having wall heights of 8m/11m only 3m away from each other on either side of the lane • Setbacks on laneways are inadequate. Development will seriously infringe the amenity of residents in Hodgkinson St and McKean St. <p>Lanes</p> <ul style="list-style-type: none"> • Laneways are narrow and not suited as the main traffic access to the new developments apart from the. The amenity of the laneway must be preserved as an area of open space, light and a walking path without having to contend with a massive increase in vehicular traffic. <p>Precinct 5</p> <ul style="list-style-type: none"> • Precinct contains two examples of state significant Art Deco buildings. And yet these two buildings will be totally overwhelmed by up to a preferred 9 storeys behind the former Clifton Motors, this scale of development will render these iconic buildings as mere facades. <p>Precinct 4</p> <ul style="list-style-type: none"> • The heights being suggested are too high especially around the old ANZ Bank building – this will be severely diminished by the suggested heights. • Greater upper level setbacks will do nothing to preserve the view lines to this building –only solution is to restrict the height of the infill to no more than the current parapet height and to make this height control mandatory. <p>Urban consolidation/heritage</p> <ul style="list-style-type: none"> • Supports need for urban renewal, that affordable and social housing is critically needed. But given the opportunities for major development eg Gasworks, it is important to not change the status quo of Queens Parade. • What is proposed in this Amendment would be a destructive, dense, over development of a unique shopping strip, possibly the only one of its kind in Melbourne designed by Hoddle. • Planning scheme requires heritage protection, but proposed heights suggested by C231 are at odds with that. <p>Urban consolidation</p>
148	Resident - Queens Parade	<p>Urban consolidation</p>

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
149	Resident - Park Street	<ul style="list-style-type: none"> Understands Queens Parade carries traffic into and out of the city, and that Melbourne must find accommodation for its growing population. Very important primary consideration is keeping what makes Queens Parade so majestic and subtly beautiful, its streetscape. Limited height and preserving the streetscape from the opposite footpath is critical for to maintain human, accessible, attractive, low-key, and historical inner-city charm. Preserving the charm and village feel of our street should be the highest priority in future planning discussions. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Good development should support sustainable, multicultural communities and a mix of social and private housing, family and single accommodation. Amendment does not achieve this rather it provides high rise densities unsuitable for this mix. <p><u>Height/overshadowing</u></p> <ul style="list-style-type: none"> Objects to height which will result in extensive over-shadowing surrounding areas. Heights should be limited to existing Victorian infrastructures, 2-3 storeys at maximum. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Engages in facadism and would destroy unique Victorian architecture. Retaining facades and destroying buildings behind does not respect the historical features and qualities that make Clifton Hill a unique example of low rise Victorian architecture. Would contravene heritage overlays Yarra Council has made problematic decisions recently granting permits as part of a rates grab. These have destroyed the height /scale relationships in the area. Includes the high rise on the corner of Hoddle Streets and Queens Parade. If Council ignores resident's needs and opinions it will lose community support and face an electoral backlash. <p><u>Laneways</u></p> <ul style="list-style-type: none"> It would create an overuse of laneways - already a problem. It will increase car traffic and destroy the quality of pedestrian usage. <p><u>Parking</u></p> <ul style="list-style-type: none"> Parking along the strip is already difficult - this will push it over the edge
150	Resident - Myrtle Street	<p><u>Heritage and height</u></p> <ul style="list-style-type: none"> Concerned about proposed amendment. Heritage buildings give it its ambience which will be destroyed by 6 storey development. Questions point of listing heritage buildings if they will be dwarfed by taller buildings which cause overshadowing and wind tunnels. Will ruin the streetscape and unique appeal of the street. Can already see the detrimental effect of taller buildings on the street (eg aged care development at northern end). Not averse to sensitive redevelopment which fits with the scale and quality of the current streetscape but are concerned that open slather will ruin the street forever. Urges Council to seriously consider the adverse impact of six storey buildings in the heritage neighbourhood. <p><u>Residential interface</u></p> <ul style="list-style-type: none"> Concerned about the impacts of taller building on residents to the rear. Eg old Normanby Hotel site on corner of Gold Street and Queens Parade has a detrimental effect on the neighbouring heritage residence.
151	Resident - Newry Street	<p><u>Neighbourhood character and heritage</u></p> <ul style="list-style-type: none"> Development has already changed the character of the area but there is still much left to preserve. Attractiveness is due to its history, skyline and scale. Notes place / environment is supremely important to the health of individuals and nurtures communities. Maintaining facades and allowing big development behind them does not preserve the character of a place - makes a mockery of it. Notes the importance of the skyline which reinforces the character of the original boulevard. Sky is visible and not hidden behind concrete towers which create wind tunnels and make the area unpleasant. <p><u>Need for housing growth</u></p> <ul style="list-style-type: none"> Recognises that Melbourne is growing and population needs to be housed Developers are not interested in providing housing that is affordable / accessible to people with a young family. Current developments are poor quality, small and over-priced - profiteering? Housing is not suitable for the types of households which are growing in Melbourne nor does it lead to diversity necessary to build a community. <p><u>Height / mandatory</u></p> <ul style="list-style-type: none"> Supports mandatory four storey height limit with generous front, side and rear setbacks even where there is a laneway on the boundary. Commercial / residential interface A wall of four storeys looking directly into the back of house behind is a planning disaster.

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Planning controls should not be different for commercial premises or multi-unit developments. System penalises the home owner and lets the commercial building next door impinge on amenity. Laneways Should not be used as roads. Many houses use back gates as pedestrian access. Lanes are too small to accommodate traffic associated with multi-dwellings on a site and should not be used as the principle access point.
152	Resident - Hodgkinson Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Enjoys walking along Queens Parade with its heritage buildings and shopping locally. Enjoys sky views behind the heritage buildings and not seeing tall modern buildings. Does not wish to see the area swamped with multi-storey developments.
153	Resident - Woodside Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Understands need to accommodate more people, however area should not be compromised by overcrowding and the degradation of the beauty of the shopping strip. Development in Smith Street is an example of a negative impact of development on heritage - so much high rise with a small setback from historic buildings. High rise in Queens Parade will create an ugly corridor that deprives the street of light and space. More important the area is retained as a historic precinct that offers far more than hundreds of extra apartments. Consider the future of Queens Parade as a beautiful heritage area that deserves conservation.
154	Resident - Queens Parade	<p>Heritage and height</p> <ul style="list-style-type: none"> Development in Queens Parade should preserve the heritage of the area for current and future generations. Maintain current height limits in the area – does not support 6 storeys behind the shops (ie high rise buildings in the shopping centre). <p>Capacity of infrastructure</p> <ul style="list-style-type: none"> Queens Parade already has a massive amount of unit development (with further increases expected eg through the Gasworks development). Affects the amenity of the area through insufficient parking, heavy traffic, overcrowded public transport, difficulty in assessing doctors, overshadowing and strain on all areas of infrastructure. <p>Laneways</p> <ul style="list-style-type: none"> Protect laneways by preventing excessive heights / massing. Protect laneways by preventing vehicle access.
155	Resident - Hodgkinson Street	<p>Height - Precinct 4</p> <ul style="list-style-type: none"> Development will occur in the shopping strip but is alarmed Council has ignored the maximum height limit of four storeys in the Hansen Report and adopted a six storey height. Six storeys will change the character of the shopping strip and laneways and the amenity of residents existing living spaces. Limit of three or four storeys would be more appropriate. Must consider the effect of development on 1880s heritage shops. Happily complied with heritage requirements when renovating own house. Expects Council to require the same restrictions for heritage properties on Queens Parade. <p>Residential interface</p> <ul style="list-style-type: none"> House is separated from Queens Parade by a lane. Studio, private open space and outlook from the living room will be adversely affected by development. Six storeys will overshadow, affect solar panels (increasing power bills) and reduce the amenity of their living and open space. The view to a six storey building from their living space will be 'abhorrent'. <p>Laneways and parking</p> <ul style="list-style-type: none"> Lane will be overshadowed, dark and unfriendly due to the heights of walls and lack of sufficient setbacks. 3m width will be dangerous to carry traffic. Only recently received resident parking permits – difficult to park near their property as commuters use the area to park and catch the train or tram. Difficult to see how parking issues will be overcome with increased population densities.
156	Resident - Abbot Grove	<p>Heritage</p> <ul style="list-style-type: none"> Attracted by the unique features of the area – including heritage streetscapes (afforded by the Heritage Overlay), excellent public transport to the city and extensive parklands (links to walks along Merri Creek and Yarra River). Supports sensible development but it should be managed to protect existing streetscapes and heritage values. Queen Parade is a unique boulevard and largely intact (as noted in the heritage consultant's report). Worthy of special treatment – one of few such boulevards north of the Yarra River. Opposes C231 as drafted as it fails to adequately protect the existing streetscape and heritage values of Queens Parade. Much of the appeal is the elaborate parapets silhouetted against the open sky. <p>Precincts 3 and 4</p>

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Character of the street is predominantly single and some double storey buildings, mostly late 19th and early 20th century shops along the tree-lined boulevard. Maximum height should be three storeys, with third storey set back to protect the existing silhouettes. <p><u>Precinct 2</u></p> <ul style="list-style-type: none"> Maximum of five storeys with a suitable setback. 10 storeys is excessive. <p><u>Metropolitan approach to planning</u></p> <ul style="list-style-type: none"> Current planning frameworks are not serving Melbourne in a satisfactory way. Stronger lead required from Victorian Government on heritage protection and sensible development: <ul style="list-style-type: none"> Longer timeframes needed to plan transport corridors as areas for intensive development and identify land use change. Community support and orderly planning takes time. Planning processes should better reflect community opinion. State Government should review VCAT given its history in approving inappropriate development. Development should be spread across the city – all areas should play their part. Level of development should vary depending on the suitability of infrastructure and existing land use and values. Supports clusters of high rise development around essential infrastructure and other high rise development. Interfaces between different zones needs to be better addressed. Eg four and five storey development looking into the backyards of single residential properties is not appropriate. <p><u>Capacity of infrastructure</u></p> <ul style="list-style-type: none"> Current tram service along Queens Parade is almost brought to a standstill along Smith Street in peak hour. Until this is addressed, the scale of residential development envisaged along this tram route, including Queens Parade is opposed. <p><u>Amendment process and documents</u></p> <ul style="list-style-type: none"> Amendment requires full consultation and discussion with the wider community. Explanatory Report is misleading and inaccurate. Does not identify the height limits proposed. Requires digging to understand what is proposed. Timelines and consultation processes are inadequate. Community is NOT well informed and not supportive. <p><u>Interim controls</u></p> <ul style="list-style-type: none"> Extend interim DDOs.
157	Resident - Hopetoun Place	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Objects in the strongest possible terms to Amendment C231. Completely out of character with the area – utterly out of keeping with the heritage streetscape. Amazed it has come this far. Wishes Council to 'put a stop to this nonsense'.
158	Resident - St Georges Road	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Keen to retain the heritage and character of this area. A unique heritage place. Yarra has world class heritage and sustainability guidelines but only plays lip service when it comes to commercial /residential development. Must ensure that built form outcomes do not overwhelm this unique boulevard. Must not be dominated and overshadowed by oversized buildings. Inappropriate development has threatened the essence of this historic area. Considers the whole of Queens Parade must be considered a heritage place – not just individual buildings. The boulevard is of intrinsic historical significance – the 'Jewel in the crown'. 'A heritage gem in itself - not dotted with gems'. Development of Queens Parade includes the heritage buildings, wide-boulevard, open skies and skylines. It includes an historic shopping strip. Controls must avoid facadism – avoid two dimensional facades. Maintain shops in their original form to be used and celebrate heritage. Too many untenanted sterile places in new developments and papered over windows in supermarkets. <p><u>Future built form</u></p> <ul style="list-style-type: none"> Must avoid stepped buildings (eg ugly Aquila Building in Brunswick Street which does not respect the character of the wider area. Effect will be worse in Queens Parade due to its width.) <p><u>Height</u></p> <ul style="list-style-type: none"> Controls must not allow unsympathetic additions to heritage buildings. Controls should not obliterate the heritage skyline (dominated by additions and infills). <p><u>Mandatory vs discretionary controls</u></p> <ul style="list-style-type: none"> Controls must avoid overdevelopment. Residents are in danger of being part of 'an isolated ghetto' when heights go beyond four storeys. Apply four storey height limits on buildings in most areas. Mandatory vs discretionary controls Considers many requirements need to be mandatory rather than discretionary.

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<p>Net community benefit and sustainable development</p> <ul style="list-style-type: none"> Overarching goal of the planning scheme is to integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development. Should take all the positives and negatives into account with the aim of expanding and enhancing the community without destroying what is valued (ie heritage, a vibrant eclectic shopping centre, a sense of place, neighbourhood character and a sense of connection). Must grow the area in a sustainable way with respect for neighbourhood values. 'Sustainable development' should mean quality, well insulated, energy efficient buildings which include open useable green space, solar panels, appropriate orientation of windows, natural airflow; four storey maximum height and safe pedestrian friendly laneways so residents can feel connected with nature as well as the local community. Shouldn't mean seven stars yet residents need to add air conditioning, dryers and solar panels. Should mandate real sustainability. <p>Urban consolidation</p> <ul style="list-style-type: none"> Accepts the need to accommodate more people in the city but it must be done sustainably and well. Clifton Views (top end of Queens Parade) is an example of an oversized development. Dominates the street. Will result in older residents being isolated. Not an appropriate place to house the ageing. Gasworks development could cope with more height. <p>Affordable housing</p> <ul style="list-style-type: none"> Need to mandate for 25% of affordable and social housing to ensure sufficient ongoing and affordable housing for single parents and their children in the mix. Historically Fitzroy North has always housed an eclectic mix - important to continue that. <p>Quality design</p> <ul style="list-style-type: none"> First class design is paramount. Can have attractive infill alongside heritage buildings or 'shoddy design' that is regretted further down the track.
159	Visitor - Melbourne	<p>Heritage</p> <ul style="list-style-type: none"> Values the shopping strips architectural merit - a continuous intact facade with intact verandahs. Demonstrated in places such as Victoria Parade, East Melbourne that maintaining a facade and building high rise immediately behind it produces 'cut out' architecture. Both the original buildings and the local environment suffer. A heritage overlay should be to protect the whole area, the shops as well as the housing to the north of the shops.
160	Organisation - Historical Society	<p>Approach of amendment</p> <ul style="list-style-type: none"> Acknowledges the work that has been put into the amendment and the need for it to fit with changing Victorian State Government Planning policies. Welcomes some aspects of the amendment: <ul style="list-style-type: none"> The potential controls over unfettered development on this important heritage boulevard. The inclusion of new heritage statements. Serious concerns about some aspects of DDO16 and unsure it will achieve the Council's stated aims and planning policies. Main concern is the preservation of the significant heritage streetscape and skyline of Queens Parade in Precinct 4 - the Activity Centre. Also has concerns about Precincts 3 and 5. <p>Protection of the significant streetscape and skyline – Precinct 4</p> <ul style="list-style-type: none"> Statement of significance for HO330 states the area is significant for 'exceptional vistas to fine commercial rows' and the 'picturesque shop-row skyline, visible from across Queens Parade, with its gabled or hipped roof forms and many original chimneys'. Quotes Clauses 21.05-1, 22.02 and 43.01 of the Yarra Planning Scheme that seek to protect heritage. A key aspect of Queens Parade's heritage-significance is its skyline of two storey Victorian and Edwardian shops against a clear sky. DDO would allow this skyline to be destroyed. Concerned that images in the Built Form Framework show the proposed loss of the heritage skyline and shows the visual prominence of new development. Notes that the blank facades in the mock up contain balconies and other distractions which would increase their prominence. There is room for new development in the shopping strip, behind some of the heritage buildings and on non-contributory sites. However this should not be at the expense of the significant streetscape and skyline. Identifies National Bank in Queens Parade as a good example of new development behind a heritage building which does not affect the skyline. <p>Urban consolidation – Precinct 4</p> <ul style="list-style-type: none"> Inappropriate development expectations for Precinct 4. Questions the assumption that massive future development will be necessary to house projected population growth in Yarra. History suggests the population growth in Melbourne may not continue as projected. Even if the population does increase, Yarra Strategic Plan (Nov 2017) has said that there are some 13,500 dwellings already in the pipeline. These would largely meet the projected need. It would be wise not to panic about the 'need' to supply a projected 15,000 dwellings and, in the process, unnecessarily destroy Yarra's liveability and heritage streetscapes. State government is encouraging development in activity centres however Queens Parade is only a neighbourhood activity centre not a major activity centre. There is considerable high rise development already occurring or allowed in Queens Parade in Precincts 2 and 5 and on the Gasworks site.

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		<ul style="list-style-type: none"> Given the developments in these precincts, Precinct 4 should be reassessed for 'minimal' not 'moderate' development (same as Precinct 3). Request this is re-assessed and that proposed heights, setbacks and view lines are changed accordingly. Considers that finding the right balance between heritage, liveability and development has not been achieved in parts of Yarra and heritage guidelines have been inappropriately ignored. Potential danger for Queens Parade. <p>Heights and setbacks – Precinct 4</p> <ul style="list-style-type: none"> Excessive building heights and insufficient minimum setbacks above heritage buildings in Precinct 4. Considerable confusion around heights and setbacks. Heights have been increased and setbacks reduced – ie controls weakened between February 2017 report, December 2017 Report and October 2018 amendment. Would allow up to 7 storeys for lift overruns. Also includes an 'escape clause' from height and set back requirements in 2.2 General Design Requirements of DDO16. Supports up to four storeys behind the heritage shop fronts – this would allow some development but still respect the area. 5 or 6 plus storeys is inappropriate from a heritage and streetscape perspective. <p>1.1 visibility test</p> <ul style="list-style-type: none"> The 1.1 visibility test is inappropriate to meet the objectives for this wide heritage boulevard and should be scrapped. Will result in new development that visually dominates the streetscape and destroys the skyline. Does not create visually recessive development which is subservient to the heritage fabric (as stated by GJM). Will dominate views over rooftops on Hodgkinson and McKean Streets. To protect the skyline, new developments behind the two storey Victorian and Edwardian shops should not be visible from the far side of Queens Parade. On some sites this may allow building heights up to a mandatory maximum of 4 storeys and setbacks to a mandatory minimum of 8m. <p>Precinct 3</p> <ul style="list-style-type: none"> 15-33 Queens Parade incorrectly described as a post-war single-storey showroom/warehouse building (GJM Dec 2017 p42). Assessed as 'not contributory' but dates from 1870s. Provides site's history and significance in an appendix to the submission. <p>Precinct 5</p> <ul style="list-style-type: none"> Former Clifton Motor Garage, 205 to 211 Queens Parade, now on the Victorian Heritage Register, will be visually dominated by the proposed development (PIN 16/0923). Notes that Council has recently rejected this proposal but its future is uncertain. 8 storeys would still visually dominate the site.
161	Resident - Rushall Crescent	<p>Heritage and height – Precinct 4</p> <ul style="list-style-type: none"> Supports 'a network of vibrant neighbourhood activity centres' (Plan Melbourne 2017-2050 Policy 5.1.2) Adds to the groundswell of residents keen to continue to enjoy Queens Parade as the unique, intact streetscape it is today. Values the human scale, interesting historic buildings and streetscape of Queens Parade – including shop parapets set against the sky. Intrinsic to the heritage streetscape and the neighbourhood character of Queens Parade. Joy of Queens Parade would be reduced if visible, large-scale developments were allowed to intrude. Would just become another over-developed suburb. Dense development is already occurring, with the massive buildings at the top end of Hoddle Street and approvals for more, as well as the Gasworks site. Residential areas have a heritage overlay to protect the heritage character. Shops are within the same heritage overlay and should be afforded the same protection. Heritage vista from Queens Parade should not be diminished by possibility of high new buildings looming above the current streetscape. Maximum (not "recommended") height should be changed to 3 storeys for all of DDO16. C231 allows additional height for developments across multiple blocks. Inappropriate and should be deleted. <p>Mandatory vs discretionary</p> <ul style="list-style-type: none"> Change "recommended" (discretionary heights) to "maximum" (mandatory). Public transport, parking and traffic Consultants' reports assume that access to, and availability of, public transport is sufficient. Not the case - current services are close to maximum capacity. Should require developments include their impact on public transport, parking and vehicle access to parking. Current parking is close to, or at, maximum capacity in Queens Parade and surrounding streets.
162	Resident - Delbridge Street	<p>Height</p> <ul style="list-style-type: none"> Proposed changes in Amendment C231 will just bring unnecessary "Richmond style" overcrowding to the area. Does not wish to see their high street inundated with high rise (anything over 3 storeys), apartments or the extra traffic it will attract.
163	Resident - Fergie Street	<p>Heritage</p> <ul style="list-style-type: none"> Wishes to retain the character of Queens Parade, as and has been for over 120 years. Values the area's heritage character, its social and architectural history and its proximity to Edinburgh Gardens. Building parapets set against the sky are intrinsic to both the heritage and neighbourhood character of Queens Parade in Precinct 4. Tragedy if the existing shops skyline were to be subsumed by multi-storey development.

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Amendment must ensure Queens Parade's character is retained, ensuring that the strip remains as a testament to the early survey work of Robert Hoddle. Notes that the Queens Parade shops are within the same heritage overlay as the heritage residential areas. Understands the need for urban renewal but wants to ensure that 'rampant speculative development' is not to the detriment of planning which takes account of cultural and social considerations.
164	Visitor - Melbourne	<p><u>Heritage and height</u></p> <ul style="list-style-type: none"> Objects to the amendment because it is out of character with the area – 'too high and obtrusive'.
165	Resident - Fenwick Street	<p><u>Heritage and height</u></p> <ul style="list-style-type: none"> Loves the area - particularly the fabulous heritage appeal of the local streets and shopping strip. Enjoys the amenity of the Queens Parade shops. Imperative that this shopping strip continues to survive and thrive for future generations. Concerned that once the intrinsic look of the low rise heritage shopping strip is lost – 'gone for good'. There is a danger of it becoming another Smith Street. Understands the need for higher density housing in the inner city but doesn't believe that it should compromise the heritage look and feel of the area.
166	Visitor - Melbourne	<p><u>Net community benefit</u></p> <ul style="list-style-type: none"> Design should enhance the neighbourhood shopping and services offered. Retention of the smaller style shops, offices, etc is vitally important. Important to have these centres close by where people can shop, obtain services and socialise. Many will not have back gardens – centres provide a place to socialise. <p><u>Heritage and height</u></p> <ul style="list-style-type: none"> Responsibility to protect the heritage and culture of the inner areas whilst invigorating areas through modernisation to keep them vibrant and alive. Avoid dominant buildings to protect the exceptional historical buildings such as the old bank building on Queens Parade. Poor design to simply retain the 'heritage' frontage of a building as a 'shopfront' and build a massive structure behind. An important part of these areas is the view across parapets, roofs, chimneys, finials and other details only found with these older areas. Development should improve an area and add valuable services and residences. These areas attract developers because of the lifestyle, architecture and history. Should leave future generations with the benefits we have enjoyed. <p><u>Parking</u></p> <ul style="list-style-type: none"> Parking is a necessity for some but the area needs to protect the easy movement of pedestrians and retain the pleasure of walking this precinct. (No wind tunnels and overshadowing of tall, dominant buildings.) <p><u>Lanes</u></p> <ul style="list-style-type: none"> The use of laneways should be restricted to smaller vehicles, bicycles and pedestrians. Valuable historic passageways and should not be turned into delivery roads or access to buildings that contain a large number of occupants. Should not be overshadowed due to bulky, high buildings blocking out the sky and sunlight. <p><u>Commercial / residential interfaces</u></p> <ul style="list-style-type: none"> New buildings should not impose on residential housing directly behind. This has a serious 'knock on' effect on residential areas and diminishes the ambience and functionality of these areas.
167	Resident - Gold Street	<p><u>Heritage and heights</u></p> <ul style="list-style-type: none"> Seeks to ensure that Queens Parade retains its character as development occurs. A vibrant, friendly and viable shopping strip because of the mix of businesses, shops and the sense of history blending with contemporary living. Bustling local businesses and shops, open skies, cafés and 19th century parapets work beautifully together. Enjoys the vista from the tram stop – shop parapets against the sky and looking towards the city. Could be easily lost or compromised by insensitive overdevelopment. Height and setbacks must ensure the heritage parapets are clearly visible against the magnificent big skies. Understands the need for urban renewal. Notes that change can improve as well as damage or ruin. Numerous examples of insensitive development and poor design in Collingwood and in inner Sydney. Council has a golden opportunity to learn from these mistakes, not replicate them. <p><u>Community consultation</u></p> <ul style="list-style-type: none"> If decision is too complex, encourages Council to take the question of how to sensitively incorporate mid-high density development to a people's panel or citizen's jury. Not an issue that can be left to planners, developers and architects. 'This is our neighbourhood and our home. We must have influence over its (and our) future.'
168	Resident - Michael Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Loves Queens Parade as it is. The old buildings, many dating from the 1880's. The streetscape would be ruined by large ugly buildings. Visitors from overseas also love the Parade. They are struck by the community feel and the beauty of the old buildings. Overshadowing of these buildings by large developments would destroy a neighbourhood, treasured by residents but also admired and envied by visitors. Do not allow this unique part of Melbourne's history to be destroyed.

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Sub no	Interest	Summary of submission
169	Resident - Walker Street	<p>Heritage</p> <ul style="list-style-type: none"> Concerned about the impact of development along the Parade, especially the visual impact of high rise (4-6-8 storeys) behind the many shops in heritage buildings. Heritage buildings should be 'immune' from development that threatens their unique character and their charming silhouette of parapets against the sky. Planning controls to protect heritage and amenity in Queens Parade must be robust enough to withstand a developer's (or owner's) VCAT appeal in the future. Their immediate neighbourhood had a residential height restriction lifted because the planning control (put in place some time ago) was ineffective when challenged by one home owner at VCAT. Other owners will follow suit. Queen's Parade is unique. Seeks to ensure its heritage buildings are properly protected for future generations to enjoy. <p>Heritage and character</p> <ul style="list-style-type: none"> Grateful that generations have kept the centre so majestic – a unique, amazingly intact streetscape as it has been for over 120 years. Must do the same for future generations. Amenity and streetscape of Queens Parade is important to the local community and people from other areas. 'We can't afford to ruin this wonderful place.' Residential area and shops are within the same heritage overlay to protect the heritage character. So far development has broadly respected this. Key requirement is to keep the centre functional and bustling, so people can continue to walk or cycle to easily shop. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. Intrinsic to both the heritage streetscape experience and the neighbourhood character of Queens Parade in Precinct 4. Only Hoddle boulevard with shops. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. <p>Level of development / housing growth</p> <ul style="list-style-type: none"> Understand and supports the need for urban renewal. Heritage does not need to be sacrificed. Urban renewal is delivering over 1,400 apartments along Queens Parade. 1000+ on Gasworks, 250+ at 26-26 Queens Parade, 80+ and 100+ in the towers behind McDonalds. This represents an increase of over 14% in the 2016 census population of North Fitzroy alone - just in Queens Parade. <p>Affordable and social housing</p> <ul style="list-style-type: none"> Notes that affordable and social housing is very much needed. <p>Laneways</p> <ul style="list-style-type: none"> Heights and massing on laneways must be managed to preserve and enhance the amenity of the spaces at the rear of heritage building and the laneways themselves. Laneways are narrow - unsuited for vehicular access. Should avoid uses and densities that would lead to such traffic in the first place. Walking and active transport should remain the priority in laneways.
170	Resident - Rowe Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Values the historical beauty and significance of the area. Wishes to ensure the current generation who have inherited the majestic Queens Parade precinct with its retained beauty, unique architecture and intact streetscape for the past for 120 years, do not destroy it. Need a realistic height limit and setbacks and strengthening of the protection regulation for the heritage of Queens Parade and Precinct 4 in particular. <p>Affordable and social housing</p> <ul style="list-style-type: none"> Not against affordable and social housing. Agrees more options are needed in Melbourne. <p>Further consultation</p> <ul style="list-style-type: none"> Requests further real community consultation to help to come up with more sound plans that do not destroy the treasures that enrich our communities.
171	Resident - McKean Street	<p>Heritage and height</p> <ul style="list-style-type: none"> The proposed development will virtually destroy the uniqueness and beauty of this heritage boulevard. Developments envisaged will impinge on the facilities that are vital for the community who depend on them. Demands that mandated height for any development is no more than 6 storeys. <p>Affordable and social housing</p> <ul style="list-style-type: none"> Agrees that Melbourne needs affordable and social housing, not the slums of the future that are appearing in inner suburban Melbourne. <p>Heritage and height</p> <ul style="list-style-type: none"> Objects to the proposed amendment. It doesn't suit the two-storey heritage village of our community and neighbourhood. Does not wish the proposal to go ahead.
172	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> Loves the unique precinct for its beautiful heritage architecture, traditional street vistas, strong local community, and walkable local shops, streets and laneways. Enjoys the heritage shop facades/parapets visible against the skyline - the only Hoddle boulevard with shops. Precinct 5 is already largely ruined by inappropriate development.
173	Visitor - Melbourne	
174	Resident - Delbridge Street	

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Heritage character of Precincts 3 and 4 remains intact, including 120 year old buildings. Protect this unique precinct for future generations – ‘once lost in a rush of speculative development we can’t get it back’. Accepts some level of development is inevitable. Planning overlays urgently need to be put in place, however the C231 proposal goes too far. It would fatally wound the character of the unique strip. <p>Lanes</p> <ul style="list-style-type: none"> Does not adequately consider the precinct’s narrow laneways (circa 3m wide) behind the proposed multi-storey developments. 5 to 6 storey densities in Precincts 3 and 4 would result in large volume of vehicular traffic that would need to access via the lanes to avoid crossovers disrupting pedestrian traffic / local trade on Queens Parade. These volumes are unsafe and inappropriate on the narrow cobbled laneways. <p>Precincts 3 and 4</p> <ul style="list-style-type: none"> To keep the unique heritage character and traffic to a manageable level on lanes: <ul style="list-style-type: none"> Minimum setback from the heritage shopfront facades should be 10m Development should be capped at a maximum of 3 storeys high (or worst case 4 in some areas as appropriate) for Precincts 3 and 4.
175	Resident - Wellington Street	<p>Heritage</p> <ul style="list-style-type: none"> Have watched with despair, recent unsympathetic developments in the area. Values the special neighbourhood character, history and heritage, the community, local shopping and human scale. Responsibility of community/Council to preserve Queens Parade as it is for future generations. The historic Hoddle boulevard with 100 years old shops. The view of parapets and rooftops against the sky is important, on both sides of Queens Parade, and should remain as it is. European cities have very strict planning rules, uniform height limits, and preserve their history at all cost. We should follow the European lead. Change must happen, but appropriately and in keeping with the unique character of North Fitzroy/Clifton Hill. Trusts Council will listen to the experts, and local residents, and implement an informed, sensible planning strategy for the unique Queens Parade precinct. <p>Social/affordable housing</p> <ul style="list-style-type: none"> Understands the need for affordable and social housing, but not in this area on the scale wanted by greedy, speculative developers. <p>Height</p> <ul style="list-style-type: none"> Does not want more high-rise concrete blocks like those in Precinct 5. Heights should be in keeping with the existing shops, no higher than their rooflines. Developments up to 21.5m (6 storeys) are not acceptable for the shopping precinct. Even with setbacks they will be a solid mass on the landscape. The overshadowing and replacement of open “breathing” space around the shops with such tall buildings is not appropriate in this heritage area. Construction materials and design should also be sympathetic with the heritage character. <p>Mandatory vs discretionary heights</p> <ul style="list-style-type: none"> Essential that the Council sets maximum or mandatory height limits, and not preferred limits. There must be no room for argument or dispute. <p>Interface with residential</p> <ul style="list-style-type: none"> Developments up to 6 storeys will have an adverse impact on neighbouring residential properties. <p>Laneways</p> <ul style="list-style-type: none"> The narrow 3m laneways should be just for foot and local traffic. Their amenity will also be affected by surrounding high rise development. They are unsafe for use as thoroughfares. Council should ensure only pedestrian and local use.
176	Resident - Best Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Most of the changes in the Precinct have improved the quality of living for the residents: more green space, low rise buildings, social housing, a library. Has been a willingness to address local needs with increased population. Do not abandon this approach to provide for further population increase in Melbourne, in particular along Queens Parade. Boulevard should not be destroyed ‘to provide profits for developers who have bribed politicians’. Low rise development can provide ample housing in tune with the existing heritage buildings.
177	Resident - Caroline Street	<p>Heritage</p> <ul style="list-style-type: none"> Loves the heritage feel of the area and frequently uses the Queens Parade shops. Saddened that Council has become less protective of the very unique heritage values. One of Melbourne’s earliest with deep and meaningful history. Property developers are profiting by destroying the heritage feel and the amenity of residents by increasing density, restricting parking, creating congestion and access issues (in an already dense area) ‘to create greater wealth for the Councilors and the Council’. <p>Height</p> <ul style="list-style-type: none"> Objects to the proposed heights, planning developments, shadowing and view blocking.

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		<ul style="list-style-type: none"> Taller buildings are being permitted which overshadow existing dwellings, overlook private space and remove existing views of the Dandenongs, heritage views such as church steeples, the industrial tower off Wellington Street, Collingwood, views of sunsets/sunrises, and neighbour's trees. Queens Parade streetscape is unique and is valued for its heritage shop fronts. Council has a duty to conserve this heritage and protect future developments from destroying the look of City of Yarra. Clifton Views is totally out of character in height and construction materials. An even higher building has been approved - yet to be built. Enforce setbacks from the streetscape so that sky can be seen above the parapets and protect/conserv the heritage streetscape. Height restrictions should be much lower than proposed. Proposed heights (28m, 31m or 18m) disrespect the existing built form up to 120 years old. Already half the residential skyscrapers in the City of Melbourne are unoccupied. (but this stat doesn't appear in vacancy rates as they are owned overseas.) With more residential skyscrapers starting, there is a risk of ghetto/slum conditions if there is any downturn in employment / growth. Such high-density development destroys the reasons Clifton Hill, and Fitzroy North are valued so highly. Requests Council considers future residents and protects what our forebears protected for us to enjoy.
178	Resident - McKean Street	<p>Height</p> <ul style="list-style-type: none"> Area's amenity is under serious threat from overdevelopment - alien to the historic nature of the suburb. Most of residential streets are single or two storey. Developers want to build no less than ten storeys high. Not against new development but it should be no higher than four or five storeys and of good quality, rather than building the slums of the future. Council does not realise what an important street Queens Parade is. C231 will completely spoil this historic Melbourne thoroughfare. Many buildings will be completely overwhelmed with the height controls that are proposed. Different height controls for the different precincts is reasonable as long as buildings are not overwhelmed by large developments with no architectural merit. Height controls proposed in Precinct 4 are far too high and will spoil the amenity of this shopping strip. Supports the views of Protect North Fitzroy: <ul style="list-style-type: none"> <i>The heritage shopping strip of Queens Parade is of key social, cultural and economic significance to the residents of Clifton Hill, North Fitzroy and further afield. Its unique and irreplaceable heritage must remain the overwhelming impression on those who live, work and visit there.</i> <i>Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky.</i> <i>Heights and massing on laneways must be managed so as to preserve and enhance the amenity of the spaces at the rear of heritage building - including in the laneways themselves.</i> <i>Precinct laneways are narrow, unsuited for vehicular access. Avoid uses and inappropriate targeting of densities that would lead to such traffic in the first place. Walking and active transport should remain the priority in laneways.</i>
179	Resident - Grant Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Frequents Queens Parade regularly. Loves its friendly village feel and the beautiful intact heritage shopping strip set on a graceful, wide boulevard. The intact nature is a rarity in Melbourne and should be protected for the generations to follow. Happy Council is taking a proactive approach to the Queens Parade precinct. Current approach with applications assessed against minimal controls and end up at VCAT has been extremely stressful, frustrating and time consuming for residents, and a poor use of time and resources for Council staff. Clifton Views and 'Stalin Heights' next door eyecores at the northern end of Queens Parade are examples of the inadequate current process. Controls should ensure the height and the texture of buildings respect the existing neighbourhood character more than these two buildings do. Concerned by 6 storeys (image in the Hansen report). Astounded this is acceptable to some Council Officers and Councillors. 6 storeys would 'destroy the beautiful heritage strip'. The Victorian parapets need to continue to be visible against the skyline, as they have been for more than a century now. The height is a major problem. Even a similarly high building set further back still destroys a shopping strip as evidenced in development above the shops on Sydney Rd, Brunswick. Believes heights should be limited to 3 storeys with adequate setbacks on any proposed development above the shopping strip. <p>Growth</p> <ul style="list-style-type: none"> Understands and broadly accept the arguments about the need for growth. Yarra has taken more population growth than most areas within Melbourne. Further significant growth is inevitable in many parts of Queens Parade, including the former Gasworks site. Growth does not need to result in the destruction of the heritage and the neighbourhood character that makes it attractive to developers and future residents. <p>Mandatory heights</p> <ul style="list-style-type: none"> Need sensible height and setback controls which are mandatory. Optional recommended controls will not be adhered to by a developer seeking to maximise profits! Mandatory controls are the way to achieve planning certainty.

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Sub no	Interest	Summary of submission
		<p>Residential interfaces</p> <ul style="list-style-type: none"> Setbacks proposed are less advantageous for existing residents than the ResCode B17 - this does not seem fair. <p>Laneways</p> <ul style="list-style-type: none"> Concerned about the narrow laneways behind Queens Parade being proposed as a solution to increased traffic and access ways for new developments. <p>Sustainability</p> <ul style="list-style-type: none"> Seek confirmation that the amendment complies with Council's sustainability policy.
180	Resident - Queens Parade	<p>Height</p> <ul style="list-style-type: none"> Many changes have occurred in the Queens Parade precinct and unfortunately not all for the better. Some of these changes have impacted personally. Consistency, clarity and certainty are lacking in the amendment. Demonstrated with proposed development at 26-56 Queens Parade. Notes increase in proposed scale over time from 5 storey townhouses in 2008 to plans for 16-storeys in 2016/17. Recently, VCAT approved 10 and 3 storeys. Where is the consistency, clarity and certainty in this situation? 6 storey Aquila Building (in Precinct 1A) is an example of the failed planning controls – south facing apartments with little privacy for neighbours and residents. Significant impacts during construction on the rear heritage laneway. Planning controls need to be in place and enforced. Further example of an inconsistent approach – 8 storeys on the Gasworks site, no adjoining residences and few heritage considerations. 10 storeys applies to 26-56 Queens Parade, surrounded by heritage properties and low scale fine grain residences. Clause 21.05-Urban Design (Strategy 17.2) requires that 'Strategic Development Sites' are no more than 5 to 6 storeys unless certain other criteria are met. Apart from Precinct 5, almost no developments that exceed 6 storeys. Preserve the heritage, ambience and current scale of this suburb with a maximum of 6 storeys. <p>Height – Precinct 4</p> <ul style="list-style-type: none"> Shopping strip is unique in a boulevard setting. Preservation should be compulsory. Proposed height limit of 6 storeys would destroy the character and ambience of the shopping strip. Elsewhere where the facades are retained but arcades are built behind arcades become uninviting, empty spaces and degrade the shopping strip. Apply a 4 storey maximum with generous setbacks and architecture sympathetic to the existing fabric of the strip. <p>Need for mandatory controls</p> <ul style="list-style-type: none"> Current planning scheme has few mandatory controls and excessive discretionary or 'preferred' controls. Developers push the envelope beyond what is realistic. Results in referrals to VCAT (which is pro-development). Costs are passed on to purchasers. Results in considerable unrecoverable money and hours for Council and local communities. Should apply mandatory height and setback controls and reduce the discretionary controls which create the disputes. Would reduce referrals to VCAT, provide better guidelines and more certainty <p>Laneways</p> <ul style="list-style-type: none"> Council have indicated a preference to limit crossovers in new developments and instead encourage the use of lane access. Majority of lanes are just 3 metres in width and only capable of carrying single direction traffic – use of lanes is unrealistic and unworkable. <p>Interfaces to residential properties</p> <ul style="list-style-type: none"> Further confusion around setbacks on lanes ie measuring 45 degree angles from differing heights. Different approaches in the Hansen Built Form Review. Includes different examples and locations where the setback is measured. All measurements should be taken from the property boundary, as is the case with front setbacks. Should be a mandated requirement. <p>Parking and public transport</p> <ul style="list-style-type: none"> The strip has good access to public transport and has good and well used parking facilities in front of the shops. Adding excessive apartments would add greatly to parking needs, reduce parking availability and probably drive customers away rather than attracting them. <p>Heritage and height</p> <ul style="list-style-type: none"> Objects to the proposed changes to the planning rules for the commercial zones along Queens Parade. Inappropriate over-developments over the past decade or so have created harm. Where modern meets heritage and how heritage loses out every time. Avoid this in Queens Parade. The heritage buildings on Queens Parade need the community to fight for their position in the community. All have a story to tell. Do not let our heritage be destroyed by temporary commercial gains. Allowing 6 storeys above existing shopfronts allows developers to create a shallow façade. Does not respect the historical structure of the existing buildings and is just paying lip service to heritage. Modern developments will have impact on the openness of the streetscape. The visual and physical bulk dominates the older buildings and heritage fabric of the area. Issue in Gertrude Street, Fitzroy + parts of Brunswick & Johnston streets.
181	Visitor - Melbourne	

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Roads/streets/lanes are turned into desolate canyons. Net community benefit Residents in new developments don't stay for long. New apartments are poorly planned and built. Businesses are attracted by the See the increased customers but fail because there is no stable community to sustain them. Demonstrated in the Fitzroy Major Activity centre where shops and cafes that have closed. Amazing variety of businesses in Queens Parade. These businesses provide for the community and the community is loyal to them. Don't ruin this great relationship.
182	Resident - McKean Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Concerned about proposed changes allowing six storey developments above the existing shopfronts set back only six metres from the street frontage. Shops and restaurants in Queens Parade are the 'heart' of the area, binds the community together. Joy to experience this unique street with its 120 year old heritage buildings (rather than massive shopping centres). Urges Council to re-consider the proposed six-storey height behind Queens Parade. Six storey developments will destroy the neighbourhood character created by the distinctive heritage parapets set against the sky. No objection to new developments. Appreciates the need for more housing in a growing city, but is 'distressed' by recent buildings in Clifton Hill/North Fitzroy. No attempt to blend with or complement existing heritage architecture. Grossly out of proportion with the local built environment. (Eg the Clifton Views). Views at sunset including silhouettes of older buildings eg Presbyterian Church of Victoria, 16-18 Michael Street have been completely destroyed. At night, views are affected by the ugly fluorescent sign on the top storey. Six storey buildings will dwarf the existing buildings in Queens Parade and radically change the intimate village 'feel'. Passionate about contemporary architecture, sensitively designed to complement the local area. North Fitzroy Library is a superb example. Urges Council to engage in careful, long term planning which allows this special area to expand and thrive whilst ensuring a harmonious blend of contemporary and heritage architecture.
183	Resident - Queens Parade	<p>Heritage and height</p> <ul style="list-style-type: none"> Fortunate to live in a neighbourhood steeped in history and character, but also to be surrounded by like-minded residents who care for the environment, community and each other. Amendment proposes to introduce significant residential accommodation located above heritage listed commercial buildings in Queens Parade. The amendment reflects the drive to maximise density and property yield. This is in contrast with the local Queens Parade community who want to keep its shopping strip 'vibrant', protect its heritage (in terms of buildings and experience) and maintain its unique streetscape. Heritage parapets, rooflines and chimneys will become submissive elements in comparison to the dominant new built form. The height and scale of the proposed developments will become the dominating factor on the streetscape. The community voiced its opinion in relation to 26-56 Queens Parade and has advocated very strongly against excessive height, visual dominance and lack of integration with heritage surrounds. Community outcome was a notable success. The implementation of a similar residential development approach in Bridge Road, Richmond has seen a once vibrant and highly active strip shopping centre turn into a 'ghost town', with a noticeable absence of brand name shops and a noticeable increase in 'for lease' signage. Notes Plan Melbourne, Plan 2017-2050 Policy 5.1.2 reference to supporting a network of vibrant neighbourhood activity centres. This should be achieved by: <ul style="list-style-type: none"> Preserving the neighbourhood activity centre in its current state. Exempting it from any development beyond the height of the parapets allowing for the heritage forms to take pride of place. Mandating and enforcing height controls and appropriate setbacks which are consistent with the heritage streetscape. Protecting and conserving heritage, trees and streetscape from over-development. (Once lost it is gone forever.) Ensuring any development proposed in a heritage area is cognisant of and respects existing buildings, their unique features and the overall character of the landscape. Building responsive to the local area and its surroundings eg identify of urban renewal sites outside a heritage overlay with scope for appropriate density. <p>Controls over 26-56 Queens Parade</p> <ul style="list-style-type: none"> Need to clearly articulate that the interim controls for 26-56 Queens Parade will not be changed. No desire to return to VCAT or allow the developer to re-contest the approved mandatory and preferred controls. <p>Mandatory vs discretionary controls</p> <ul style="list-style-type: none"> Develop a new set of controls, using the current planning scheme as a foundation, that are fair, simplistic and mandated. Controls should either be mandatory or not, i.e. remove the idealistic 'preferred controls' as they are not enforceable nor are they a credible requirement from a developer perspective <p>Laneways</p> <ul style="list-style-type: none"> Protect the laneways and the history behind why they existed many years ago; laneways were built for horse and cart, not for cars. Heritage buildings commonly about laneways, but with the proposed height of the developments, the laneways will suffer from overshadowing, with potential for safety and security issues to result. Increased vehicular traffic in narrow laneways will increase safety risks and deter the community from actually using them.

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Sub no	Interest	Summary of submission
		<p>Net community benefit</p> <ul style="list-style-type: none"> Controls should reflect the principles of Plan Melbourne to exemplify a net community benefit; to accommodate the new incoming residents and oblige the existing ones. Community consultation Continue to engage and involve the community in changes to neighbourhood activity centres, and the like. This provides opportunity for further explanation, integration and potentially improved community benefit.
184	Resident - McKean Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Opposed to any changes to the planning laws re height limits in Queens Parade. This precinct has existed in its current state for over 100 years, because our predecessors wanted to keep such a great streetscape, history, social atmosphere, and important services. Lifting height limits will be deleterious, especially the suggested six storey limit, even with a 10 metre setback. It will ruin the historic streetscape and atmosphere. Some have suggested a 4 storey height limit and 10m setback should be an absolute maximum. However that is still unacceptable - nothing less than confirming the current existing limits in the shopping precinct of Queens Parade, and immediately behind, will be satisfactory.
185	Resident - Alfred Crescent	<p>Heritage and height</p> <ul style="list-style-type: none"> Values the neighbourhood character and heritage value of North Fitzroy and the wider area and the grand boulevard of Queens Parade. Supports a network of vibrant neighbourhood activity centres as expressed in Plan Melbourne 2017-2050 Policy 5.1.2. Planning decisions and outcomes should: <ul style="list-style-type: none"> Protect the form and historic character of the area Respect the existing building scale relationship between Queens Parade and the surrounding residential areas Ensure development along the entire boulevard is sympathetic and consistent with the scale and bulk of building in the area Observe heritage values and ensure they are not displaced by inconsistent planning controls. Mid-rise (5-6 storeys) is inconsistent with the existing heritage values and the form of the street. Infill of such substantial form and bulk will result in create a tunnel effect and destroy the scale of the existing area. Setbacks are inadequate. Proposals are inconsistent with established heritage values. Approach does not accord with the Local Planning Policy Framework, the Development Guidelines for Heritage Overlay, and Guidelines for Assessment of Demolition and New Developments. The overall heights and wall heights and laneway treatments are excessive. Questions why the consultants 4 storey limits increased. Opposes the approval of dominating building forms at the top of the Parade. Impact on sight lines from the reserve near Rushall Station. The existing development already intrudes on the bush vista looking from the railway bridge. <p>Sustainability</p> <ul style="list-style-type: none"> The proposals ignore the values of sustainability in development and planning and the quality of building. (eg. 6 storey buildings beside terraces cannot deliver on light, ventilation, noise, traffic, parking etc.) <p>Mandatory vs discretionary</p> <ul style="list-style-type: none"> Mandatory height and scale limits are essential. Preferred limits create opportunities for developers to avoid planning outcomes, and result in disputation, litigation and cost to the community. <p>Laneways</p> <ul style="list-style-type: none"> The proposals misunderstand the nature and character of the associated laneways their use and limitations. <p>Community benefits</p> <ul style="list-style-type: none"> There is no clear "benefit case" for the particular approach adopted. What are the public and community benefits (as distinct from developers)? Maintenance of the current scale and heritage values of the area produces clear public benefit and value. <p>Housing growth</p> <ul style="list-style-type: none"> If adopted in its current form, the proposal destroy the shopping strip, the boulevard value and the historic character of the Parade over time. <p>Community consultation</p> <ul style="list-style-type: none"> Advices great caution about labelling proposals "moderate change". Some moderate change proposals would transform the area. <p>Community consultation</p> <ul style="list-style-type: none"> Planning decisions and outcomes should also reflect the principles: <ul style="list-style-type: none"> Local community consultation and acceptance and implementation of community consensus. Transparency of decision making and of the underlying principles and interests and values involved. Dismayed and outraged at the plans that could permit high-rise development along both sides of Queens Parade.
186	Resident - Rowe Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Dismayed and outraged at the plans that could permit high-rise development along both sides of Queens Parade.

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Boulevard has remained intact for over 120 years. Unacceptable for it to be ruined 'on our watch'. Custodians of the area. Appalled that these developments would be permissible in a Heritage Overlay area. No buildings along Queens Parade should go above 3 storeys. The new towers built in Queens Parade can be seen from many North Fitzroy and Clifton Hill streets and are a blight on the landscape. Residents adhere to heritage laws and are not permitted to build above 2 storeys and must have no detrimental impact on the streetscape. Why is it any different for developers? 'A few greedy developers stand to make obscene profits whilst thousands of residents will suffer through the loss of amenity.' Once ruined by inappropriate development, Queens Parade can never be restored and the area will never recover. <p>Residential interfaces</p> <ul style="list-style-type: none"> Tiny laneways separate the Queens Parade shops from the residents at the rear - anything larger will totally dominate the properties behind.
187	Resident - Scotchmer Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Queens Parade is Yarra's crowning glory. Best / only significant boulevard in Melbourne's northern suburbs. Yarra must protect this unique streetscape from ugly, inappropriate high-rise developments. High density dwellings are needed to accommodate population increases and support affordable public housing but not at the expense of one of the few remaining unique heritage precincts. Heritage preservation is NOT achieved by retaining facades and building monstrosities above and behind those facades. Destroys the aesthetics of the neighbourhood. There are plenty of areas in Yarra where development is not as sensitive. Allow those developments, albeit with improved aesthetic and design standards. 10, 12 and 14 storeys is too high. In grave danger of replicating ugly high rise public housing developments in Carlton, Richmond, Collingwood. Push for mid-rise form over heritage is completely inappropriate because 6 storeys above the shops would: <ul style="list-style-type: none"> completely dwarf the neighbouring and surrounding buildings drastically change the skyline - an integral component of this unique precinct severely destroy the liveability of the homes located behind the shops drastically compromise the integrity of the laneways at the rear of the shops Many problems with developments are a result of the planning laws. Some vision is required. Council MUST 'pull back' to preserve the few remaining unique precincts in our city to prevent leaving 'a very ugly legacy'. Disconnect between Yarra's public building design standards and the standards for private developments is alarming. Eg the North Fitzroy Library - an excellent 21st century example. Need to apply similar standards to private developments. <p>Heritage and height</p> <ul style="list-style-type: none"> Appreciates the historic architecture and cultural value of Queens Parade (and around the corner in High St) and would like it preserved as much as possible. Melbourne is transforming and must develop to cope with urban growth, however this and similar areas must be treated sensitively so that beloved attributes are not lost forever. See the destruction of character by medium rise atrocities in Brunswick and hate to think that Yarra, and particularly Queens Parade will end up the same way. Prefer no development, but given that development is likely to occur, development should be restricted to three levels with adequate off-street and retention of historic building facades.
188	Resident - Spensley Street	<p>Heritage / height</p> <ul style="list-style-type: none"> Notes the charm of the street frontages. No high-rise buildings intrude on the line of parapets and fabulous heritage buildings in the shopping precinct. The new aged care facility, and the apartment block next to it have already set an inappropriate benchmark for high rise in the suburb. Must not let similar developments impinge on the heritage areas. Does not want Queens Parade to become another Northcote Plaza or Port Melbourne. Allowing six storey buildings behind the shops in Queens Parade will undermine the streetscape, encourage a more sterile commercial environment, with little community benefit. Such developments will primarily offer excess profits to developers. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. Notes that the residential heritage areas have a heritage overlay to protect the character of our streets. The Queens Parade shops are in the same heritage overlay.
189	Resident - Ramsden Street	<p>Heritage / height</p> <ul style="list-style-type: none"> Notes the charm of the street frontages. No high-rise buildings intrude on the line of parapets and fabulous heritage buildings in the shopping precinct. The new aged care facility, and the apartment block next to it have already set an inappropriate benchmark for high rise in the suburb. Must not let similar developments impinge on the heritage areas. Does not want Queens Parade to become another Northcote Plaza or Port Melbourne. Allowing six storey buildings behind the shops in Queens Parade will undermine the streetscape, encourage a more sterile commercial environment, with little community benefit. Such developments will primarily offer excess profits to developers. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. Notes that the residential heritage areas have a heritage overlay to protect the character of our streets. The Queens Parade shops are in the same heritage overlay.
190	Visitor - Overseas	<p>Heritage/height</p> <ul style="list-style-type: none"> Puts the architecture and the ethos of the old street at risk of destruction. Australia, is not a very old country, so relatively old places, like Queens Parade should be preserved. Once high rise buildings start to creep in, that ethos will be lost. Loves the old buildings on Queens Parade itself and in the immediate surrounding area, including the Parks etc. Horrified that Council is considering allowing 6 storeys. This will dwarf the present buildings, do away with privacy, as the apartments will overlook the present houses and ruin the present skyline. <p>Parking</p> <ul style="list-style-type: none"> Six storey development will increase parking problems, as there will be a lot more people using the present facilities.

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Sub no	Interest	Summary of submission
191	Resident - Hodgkinson Street	<p>Heritage and Height – South side of Precinct 4</p> <ul style="list-style-type: none"> • Heights in Precinct 4 do not take account of the differing capacity of the north and south sides of the street to accommodate 6 storeys. • Impact is greater on the south side of the street – dwellings are closer. North side is not affected by overshadowing (but is affected by building bulk). • Each side of Queens Parade should be treated differently. Five or six storeys is totally inappropriate south of Queens Parade. • Planning Scheme and Rescode require priority is given to maintaining the historical heritage of the area including its residential character. • Council seems committed to permitting development of Queens Parade. Incongruous that Council rigorously enforces standards to protect the historic Victorian character of Hodgkinson Street, whilst allowing huge edifices be built behind those houses destroying the precious streetscape. <p>Laneways, access and parking</p> <ul style="list-style-type: none"> • Council has changed its position on the use of lanes. In 1990's use of a lane by Rodney Mark (uniform store) for deliveries was not supported and vehicle access to properties generally discouraged. • 3m bluestone laneways are too narrow for vehicles to turn, too noisy for regular use and would destroy abutting residents enjoyment of their (very small) rear yards. Totally inappropriate for vehicle access to any development in Queens Parade. • Council is sacrificing the quality of life for the residents to ensure that the aesthetics of Queens Parade is met. • Parking is already very tight in Hodgkinson Street and has been the subject of much lobbying of Council. Residents fear Council will bow to pressure and open the parking up to possibly hundreds more residents. <p>Overlooking</p> <ul style="list-style-type: none"> • Gaps in the controls on overlooking. Eg stairs are not habitable rooms and therefore exempt from overlooking controls. Allows people from shops to overlook. • Council advises this are just bad luck. Not addressed in the amendment. <p>Mandatory controls</p> <ul style="list-style-type: none"> • All developments must have heights, setbacks and other specifications defined in mandatory maximums using metres. Clearer for all parties. • Better for developers as they have a known set of parameters. <p>Measurement of heights</p> <ul style="list-style-type: none"> • Built form review uses "storeys" which means nothing. Should use metres – which brings certainty. • Eg Developments may have unusually high ground floors to allow for shops or car stacks or other considerations, and then add floors above with a plant room on top. There is no certainty - gives rise to disputes and a lack of definitive enforceability. • Heights should be measured from the lowest point on the block, and not from the street frontage. Prevents bulk to the rear when blocks slope back towards homes. <p>Housing growth</p> <ul style="list-style-type: none"> • Government desires land abutting main road to be more densely utilised. Does not mean that every single piece of land needs to be so densely utilised as proposed in Queens Parade. Doubts that anyone proposes Rathdowne Street, North Carlton enjoy the same development rules as are proposed for Queens Parade. <p>Residential / commercial interface</p> <ul style="list-style-type: none"> • Council officers and Councillors say the development rules for the interface between the residential and commercial zones has never been settled. • In all applications, the commercial has won out. A commercial development has never lost to the interests of residents. This is a disgrace. <p>Consultation</p> <ul style="list-style-type: none"> • Residents have doubts whether Council and Councillors act in the residents' interests, or have an alternative purpose. • Considers it a 'shameful exercise'. 'Council doesn't give a damn about what we as residents need, want or say'.
192	Resident - McKean Street	<p>Heritage and height</p> <ul style="list-style-type: none"> • Queens Parade is an outstanding and possibly unique heritage strip that must be protected for future generations. • The increase in apartments already planned along Queens Parade is significant. • Amendment does not do enough to protect our heritage. • Precinct 4 - 6 storey height limit is too high. • The heritage roof-line must be protected. Height limits and setbacks must be set to achieve this. • All Precincts - Any height limits should be mandatory and not just preferred. <p>Urban consolidation</p> <ul style="list-style-type: none"> • Cannot and do not wish to stop urban renewal but we must protect what makes Melbourne, Yarra, North Fitzroy and Queens Parade so attractive and valued by local residents and others in Melbourne. <p>Laneways</p> <ul style="list-style-type: none"> • Laneways in the area are narrow and not suited for vehicle access. Planning should recognise this. <p>See Submission 191</p>
193	Resident - Hodgkinson Street	

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
194	Resident - McKean Street	<p><u>Heritage and height</u></p> <ul style="list-style-type: none"> • Vitaly important to set controls for building heights, setbacks and design to preserve the heritage character of streetscapes and provide clarity for future development for both local residents and developers. • Local residents and the many visitors who enjoy the vibrant activity centre are attracted by the heritage streetscape. • Recognise the need to increase population density in the inner suburbs but this should not be at the expense of good design and building controls. • Does not adequately protect the heritage streetscape of Queens Parade and will also have a detrimental impact on the surrounding streets. • The objectives of the DDO are acceptable but are not translated into practice in the detailed design requirements. • Unclear why the proposed amendment does not conform with many of the recommendations of the Hansen Built-form Framework. Instead includes higher height limits and less generous setbacks. While the Hansen Framework is not ideal, it still represents a preferable option compared with the proposed Design and Development Overlay. <p><u>Height - Precinct 1A</u></p> <ul style="list-style-type: none"> • Retain existing maximum building heights as per the Hansen Report (December 2017). <p><u>Height - Precinct 1B</u></p> <ul style="list-style-type: none"> • 3 storeys (9m) residential as recommended in the Hansen report. • Height limit to be mandatory. <p><u>Height - Precinct 2B</u></p> <ul style="list-style-type: none"> • Retain existing height as per the Hansen Report. • Height limit to be mandatory. <p><u>Heritage and height - Precinct 3A</u></p> <ul style="list-style-type: none"> • 4 storeys (12m) mandatory maximum building height. • Greater heights will not respect "the architectural form and qualities of heritage buildings and streetscapes and maintain(s) the visual prominence of the St. John the Baptist church belfry and spire" (DDO16). <p><u>Height - Precinct 3B</u></p> <ul style="list-style-type: none"> • Retain existing maximum building heights as per the Hansen report. • Height limit to be mandatory. <p><u>Heritage and height - Precinct 4</u></p> <ul style="list-style-type: none"> • The proposed mandatory building height limit of 21.5m or 6 storeys is too high. • Does not respect the low-rise single and double-storey dwellings in McKean Street and Hodgkinson Street. • A higher height would dominate and overwhelm the heritage dwellings directly adjacent. • Height should be restricted to 4 residential floors or 3 commercial floors: no higher than 12 metres. • Height limit to be mandatory. <p><u>Height - Precinct 5</u></p> <ul style="list-style-type: none"> • Notes that current development in Precinct 5 has already destroyed the skyline - 10 storey aged care facility looms, and illuminated sign. Exacerbated by 12 storey apartment building under construction and future 14 storey development. • Area is more appropriate for higher buildings, but buildings higher than 14 storeys will have an impact on the rest of Queens Parade and the surrounding streets, let alone the neighbouring heritage-listed 'modern' buildings. • Essential the area has mandatory height limits, otherwise developers will make unacceptable applications (eg the 22 storey tower proposal). Results in wasted money and time in VCAT. <p><u>Heritage and height - Precinct 5A</u></p> <ul style="list-style-type: none"> • The building height limit for the car park adjacent to the former UK hotel should be no higher than 11 metres (3 storey) ie no taller than the existing building and will ensure design requirement to retain the visual prominence of the former UK Hotel in 3D when viewed from Raines Reserve is met. • Mandatory building height should be 11 metres. <p><u>Heritage and height - Precinct 5B</u></p> <ul style="list-style-type: none"> • Building height limit should be 11 metres (a mandatory maximum) on Queens Parade frontage and 18 metres (a mandatory maximum) on Dummett Crescent. Anything higher would visually dominate both the former Clifton Motors Garage and the former United Kingdom Hotel when viewed from Raines Reserve and Queens Parade. • Utmost importance that the architectural and heritage values of these two buildings are preserved and not undermined in any way. • Proposed DDO16 should protect their heritage and moderne design in the same way as it protects Victorian buildings elsewhere. • Building requirements should be mandatory rather than preferred. • New infill buildings with a Queens Parade frontage should not dominate and should be complementary existing heritage buildings and retain views to the former UK Hotel and Clifton Motors Garage (DDO objective).

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Setbacks in 5B should be 6m mandatory (not preferred) for development at former Clifton Motors building and 6 metres elsewhere. Height - Precinct 5C Built form requirements should be mandatory, not preferred. A mandatory height limit of 43m or 14 storeys should be required 43 metres still represents the highest building height in Queens Parade. Greater height should not be permitted. Current building of 10 storeys, and building under construction of 12 storeys already loom over Queens Parade and surrounding streets.
195	Resident - Rowe Street	<p>Heritage, amenity and height</p> <ul style="list-style-type: none"> Objects to the proposed amendment. The entire neighbourhood will be negatively affected if this amendment proceeds. Heights proposed will be much taller than anything else in this neighbourhood. Will dominate the skyline. Will have a negative effect on residential amenity through their bulk, overlooking and overshadowing of adjoining mainly 1 and 2 storey heritage protected terraces. The amendment and the future developments will significantly reduce the visual amenity of the nearby parks. The proposed scale and design of buildings do not respect the existing heritage and preferred future character of the area. Loss for future generations. The proposed amendment is completely inappropriate in a Heritage Overlay area. Both the size and construction of such buildings do not contribute positively to the neighbourhood but instead detract from it. <p>Traffic</p> <ul style="list-style-type: none"> Traffic will be a big problem. <p>Community Consultation</p> <ul style="list-style-type: none"> Council needs to facilitate open community forums to give true opportunities for discussion and feedback by local and greater community members. <p>Heritage and height</p> <ul style="list-style-type: none"> Loves the low-rise urban form which allows views of diverse historic styles of houses, shops and churches. Unique community identity and heritage which must be protected and respected. Height should not exceed four storeys. Developments must not corrupt the urban character and uniqueness of the last remaining Hoddle designed, commercial operating double-sided historic grand boulevard in Melbourne. Shopping strips in Carlton, London and Paris are protected from overdevelopment and are celebrated. <p>Laneways</p> <ul style="list-style-type: none"> The narrow bluestone laneways behind Queens Parade, if developed for low rise accommodation must be considered separately to the Precinct 4 limits. Planning needs to incorporate the Melbourne Fire Brigade (MFB) guideline for site assessments. Provides example where the MFB did not consider the laneway would allow adequate to a site. Fire safety for new residents and established adjoining residents must be paramount in planning. Setbacks of buildings and the capacity of small laneways to handle additional cars and commercial deliveries is also very important.
197	Resident - Queens Parade	<p>Heritage and height - Precinct 4</p> <ul style="list-style-type: none"> The proposed mandatory building height limit of 21.5m or 6 storeys is too high. Does not respect the low-rise single and double-storey dwellings in McKean Street and Hodgkinson Street. A higher limit would dominate and overwhelm the heritage dwellings directly adjacent. Height should be restricted to 4 residential floors or 3 commercial floors: no higher than 12 metres. Height limit to be mandatory. Setbacks for the lanes behind the shopping strip are inadequate and would destroy the open and pedestrian-friendly fabric of the present laneways. <p>Heritage and height - Precinct 5A</p> <ul style="list-style-type: none"> The mandatory building height should be limited to 11 metres on the car-park adjacent to the UK hotel. Development should be no taller than the existing building and "retain the visual prominence and not visually dominate the three dimensional forms of the former UK Hotel when viewed from Raines Reserve" (design requirement). <p>Heritage and height - Precinct 5B</p> <ul style="list-style-type: none"> Apply an 11 metre (mandatory maximum) on Queens Parade frontage and 18 metre mandatory maximum on Dummett Crescent. Higher would visually dominate the former Clifton Motors Garage and the former United Kingdom Hotel when viewed from Raines Reserve and Queens Parade (an objective of the DDO). MUST preserve the architectural and heritage values of these two buildings (on the Victorian Heritage Register). DDO16 should protect this heritage in the same way it protects Victorian buildings in the other Queens Parade precincts. Building requirements should be mandatory rather than preferred. Any new infill buildings with a Queens Parade frontage should be complementary and not dominate the existing heritage buildings.

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Setbacks in 5B should be 6m mandatory (not preferred) for development at former Clifton Motors building and 6 metres elsewhere. <p>Heritage and height - Precinct 5C</p> <ul style="list-style-type: none"> Built form requirements should be mandatory, not preferred. A mandatory height limit of 43m or 14 storeys should be required. Limiting development to a mandatory height of 43 metres still represents the highest building height in Queens Parade. Greater height should not be permitted. Current building of 10 storeys, and 12 storey building under construction already loom over Queens Parade and surrounding streets.
198	Resident - Hodgkinson Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Values wide street, trees and streetscape and its intact Victorian shops with parapets against the sky and skyline. Does not want buildings higher than 8 metres high. Does not want ugly big boxes built over the Victorian heritage shops. <p>Laneways</p> <ul style="list-style-type: none"> Does not wish unique laneways to be made into thorough fares, or darkened or dwarfed by looming ugly high redevelopments. <p>Mandatory vs discretionary controls</p> <ul style="list-style-type: none"> Discretionary heights and rear setbacks result in a compromise which is inappropriate for the area when ambit developer proposals are reduced. Proposed height and rear setbacks must be made mandatory rather than discretionary to provide certainty about development outcomes. <p>Heritage and height (Precinct 3A)</p> <ul style="list-style-type: none"> Development on the more elevated south side of Queens Parade should be no higher than 3 storeys (a mandatory maximum). Development on the north-east corner of Queens Parade and Grant Street is 3 storeys and is on a less elevated position. Proposed changes contradict objectives in the planning scheme (outlined in the Explanatory Report). Including Objective 14 and Strategy 14.3 seeking to protect and enhance Yarra's heritage places and the heritage skyline and Objective 21 and Strategy 21.1 requiring development in activity centres to respect and not dominate existing built form. These objectives would not be achieved with 4 to 5 storey buildings on Queens Parade. Area already been subject to excessive development. The significant heritage value is being destroyed. 5 storey buildings will impose on the heritage area and be visible whilst walking down Hodgkinson Street. Would not respond to the low scale form of existing development outside Precinct 3 on Hodgkinson Street through an appropriate transition in building height. <p>Street wall height (Precinct 3A)</p> <ul style="list-style-type: none"> Supports the 11m mandatory maximum street wall height for 15-33 Queens Parade – however it should apply to all of Precinct 3A. Proposed street wall height of 14m (4 storeys) WILL NOT 'maintain the prominence of the heritage street wall in the streetscape and the vista along Queens Parade' or ensure 'development achieves a consistent wall height along Queens Parade, extending along Smith Street'. No buildings with a 14m (4 storeys) street wall. 14m would not create a consistent streetwall or maintain its prominence. Requirements in one part of the DDO contradicts other parts of the clause. <p>Changes to heritage gradings</p> <ul style="list-style-type: none"> Objects to the proposed change in grading of 7-11 Queens Parade from contributory to non-contributory, in particular for 9-11 Queens Parade. Victorian era shopfronts which are somewhat modified on their ground floor but no more modified than 43 Queens Parade (which remains contributory). First floor facades are largely intact. Even though they are surrounded by non-contributory buildings, they 'read as part of the heritage precinct'. This would be enhanced if surrounded by sympathetic development. Concerned the change of grading would permit demolition. Changes are in the interests of developers. Enables mandatory requirement for heritage buildings to match adjoining street walls to be bypassed. 14m streetwall denigrates the heritage value of the precinct. <p>Zoning – 15-33 Queens Parade</p> <ul style="list-style-type: none"> Site should be rezoned to residential to maximise residential utilisation of the site and so all three storeys of any new development can be residential.
199	Resident - Hodgkinson Street	<p>Heritage and height</p> <ul style="list-style-type: none"> Strongly supports a 4 storey height limit. Seeking to ensure future generations continue to enjoy the beauty and uniqueness of Queens Parade - intact for 120 years. Once the buildings dwarf those already standing, the character will be lost forever. Understand development and renewal are needed but not at the expense of what is valued. A 4 storey height limit (applied to the Affinity site – 137 Queens Parade next to Rubber Duck) would be acceptable. Respect the unique character and charm of the Queens Parade shopping strip and reconsider allowing 6 storey (or higher) buildings that will destroy this character. Same rules that apply to heritage residential areas should apply to the shopping strip.
200	Resident - South Terrace	

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201	Resident - Brunswick Street North	<p>Height/heritage</p> <ul style="list-style-type: none"> Supports some built form controls along Queens Parade. Council needs to ensure height limits protect the amenity of open spaces by not overshadowing them. Council should set a height limit for the shopping strips that limits the height to those of the surrounding buildings and ensure developments respect the rooflines that create that heritage feel. <p>Built form</p> <ul style="list-style-type: none"> Concerned about the proposed developments for Queens Parade. Enjoys neighbourhood. Concerned it will change <p>Urban consolidation</p> <ul style="list-style-type: none"> Understands the need for urban renewal. <p>Heritage/height</p> <ul style="list-style-type: none"> It is important to retain heritage architecture and to maintain a low level shopping strip. Ensure heights are restricted. <p>Rear setbacks</p> <ul style="list-style-type: none"> Massing on laneways should be managed. <p>Laneways</p> <ul style="list-style-type: none"> Bluestone laneways should be preserved.
202	Visitor - Melbourne	
203	Resident - Taplin Street	
204	Resident - Abbot Grove	<p>Heritage</p> <ul style="list-style-type: none"> Supports the retention of heritage architecture, a community feel, and such a fine, intact low level shopping strip Supports the particular skyline and beautiful shop parapets are maintained, without being marred by large development to the rear. <p>Height</p> <ul style="list-style-type: none"> Does not support heights greater than 3 storeys. <p>Precinct 5</p> <ul style="list-style-type: none"> The development around McDonalds is unsympathetic and spoiled that section of the junction.
205	Resident - McKean Street	<p>Precinct 4</p> <ul style="list-style-type: none"> Proposed mandatory building height limit of 21.5m or 6 storeys is too high. Any developments to this height will dominate streetscape. An acceptable outcome would be a mandatory height of 12 metres, allowing 4 residential storeys, or 3 commercial storeys. <p>Overlooking/overshadowing</p> <ul style="list-style-type: none"> Tall development will overlook and overshadow McKean and Hodgkinson Streets <p>Laneways</p> <ul style="list-style-type: none"> New development will overwhelm traffic in laneways <p>Traffic</p> <ul style="list-style-type: none"> Concerned about increased traffic into neighbouring streets. <p>Precinct 5</p> <ul style="list-style-type: none"> Wants mandatory height limits. Precinct 5 – mandatory maximum of 14 storeys or 43 m Precincts 5A and 5B Mandatory maximum height of 11m to ensure that future development do not dominate VHR heritage buildings <p>Land values</p> <ul style="list-style-type: none"> The amendment will result in the reduction of sale prices of properties. <p>Built form</p> <ul style="list-style-type: none"> Does not support the built form outcomes of the DDO. <p>Height</p> <ul style="list-style-type: none"> Objects to a 6 storey height limit.
206	Resident - Noone Street	
207	Visitor - Melbourne	<p>Height</p> <ul style="list-style-type: none"> Higher developments will create visual barriers between the residential and commercial parts and destroying its integrity as an urban village The DDO will detract from the delicate silhouette that signifies the top of this hill as one approaches from the south of Queens, Smith/Hoddle Does not support heights above the existing Height <p>Consultation</p> <ul style="list-style-type: none"> Concerned with the exhibition process - several neighbours did not receive letters and information difficult to understand and didn't convey implications <p>Overshadowing/sustainability</p>
208	Resident - Howe Street	

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		<ul style="list-style-type: none"> Higher height will impact solar pv power generation. 10m setbacks would assist in managing conflicts with solar PV. The amendment would be more wholly supported if all developments were "maximally sustainable" similar to The Commons. <p><u>Traffic</u></p> <ul style="list-style-type: none"> The amendment would result in an increase in traffic. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Opposes the use of laneways for future development. <p><u>Height/heritage</u></p> <ul style="list-style-type: none"> Opposes the mid-rise vision of the precinct as it will detract from the heritage values and create a canyon effect.
209	Resident - Church Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Max height for future development along the interface of commercial and residential development in Queens Parade (Precincts 1, 2, 3 and 4) should not exceed three storeys but does not include Precinct 5 or Gas Works <p><u>Heritage/Built form</u></p> <ul style="list-style-type: none"> Guidelines needed to maintain the built form of Queens Parade by addressing qualities of major heritage buildings and streetscapes noted in the <i>GIM Report</i>, the interface of commercial and residential development the laneway patterns within this interface. Significant views towards the former ANZ building need to be retained from multiple vantage points Council should explore alternatives for low rise development eg shop top and/or laneway housing program (Vancouver). <p><u>Height/bulk</u></p> <ul style="list-style-type: none"> Amendment ignores the impact that the proposed development height and bulk will have on existing and future residential and commercial use The proposal for Height in Precincts 1, 2, 3 and 4 does not respect the low scale, fine grain subdivision pattern of existing development along McKean St and Hodgkinson St. The proposed height increases across Precincts 1-4 (especially maximum 18m in Precinct 3 and 21.5m in Precinct 4) mean that new development will dominate existing buildings – unless lower height limits are maintained. <p><u>Intent of amendment not reflected in controls</u></p> <ul style="list-style-type: none"> The built form controls do not meet the general design objective to ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing. Any development height above three storeys will work against this aim The (higher) conceptual building envelope diagram presented in <i>Built Form Testing Appendix A (p2)</i> –ANZ is diminished in scale and as a landmark Recognise that building envelopes and plans are conceptual at this stage, but they should incorporate much higher quality examples of interface buildings, both residential and commercial. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Already congested, have travel mode clashes and present difficulties for emergency vehicles. Safety also an issue All of these issues need to be addressed before proceeding with further residential additions on laneways. Recommends monitoring and modelling of laneway traffic patterns (motorists, cyclists, pedestrians) prior to development approval
210	Resident - Queens Parade	<p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> Introduce a permanent maximum height limit of 4 storeys in both Precinct 3 and Precinct 4. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Objects to a six storey height limit. <p><u>Laneways</u></p> <ul style="list-style-type: none"> The laneways running behind the shopping strip in Precinct 4 are very narrow and would become more dangerous with an increased volume of residents above the shops. <p><u>Controls don't reflect consultant recommendations</u></p> <ul style="list-style-type: none"> Hansen report recommended buildings no higher than 18m- 5 storeys in Precinct 4 <p><u>Mandatory heights</u></p> <ul style="list-style-type: none"> The height limits should be set as mandatory and not proposed. <p><u>Built form</u></p> <ul style="list-style-type: none"> New developments - upper floors should use materials and style that are similar to those on the facade and verandas and no glazed windows. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Residents should be consulted when new development occurs. <p><u>View lines</u></p> <ul style="list-style-type: none"> Residents should be able to see ANZ, St John's and the UK hotel as they are now. Concerned with shadowing of surrounding houses by tall buildings.
211	Resident - McKean Street	

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		<p><u>Laneways</u></p> <ul style="list-style-type: none"> • New developments should have to access (pedestrian) to laneways to the rear of the property and preferable side streets. • It is inappropriate to have cars use the narrow laneways as thoroughfares or park in those laneways. • Development should occur in other centres without heritage restraints.
212	Resident - Hodgkinson Street	<p><u>Built form/height/neighborhood character</u></p> <ul style="list-style-type: none"> • Objects to Clifton Hill becoming a suburb with multi storey development. • The future built form will change the character of the area.
213	Resident - Wellington Street	<p><u>Built form/heritage</u></p> <ul style="list-style-type: none"> • New development would impact the skyline of Queens Parade. • The heritage skyline of the buildings and the shop parapets along the parade are critical to the character of this part of our city.
214	Resident - Hodgkinson Street	<p><u>Built form</u></p> <ul style="list-style-type: none"> • Objects to the canyon built form outcome proposed in a amendment <p><u>Overlooking/overshadowing</u></p> <ul style="list-style-type: none"> • Taller form will result in overshadowing and overlooking <p><u>Mandatory heights/setbacks</u></p> <ul style="list-style-type: none"> • Urges Council to keep the height at a maximum three storeys • Urges Council to mandate appropriate setbacks from period frontages.
215	Visitor - Melbourne	<p><u>Heritage</u></p> <ul style="list-style-type: none"> • Objects to the proposed DDO16 as it encourages demolition within a Heritage Overlay Area <p><u>Setbacks</u></p> <ul style="list-style-type: none"> • Objects to the proposed DDO16 as the setbacks are inadequate. <p><u>Height</u></p> <ul style="list-style-type: none"> • Objects to the six storey height limit, as it will overwhelm heritage fabric.
216	Resident - Delbridge Street	<p><u>Height/overshadowing</u></p> <ul style="list-style-type: none"> • Objects to the heights proposed in Amendment C231 • The heritage shops in Queens Parade cannot be overshadowed by 6 storeys add-ons or separate buildings. • Human scale local areas mean buildings of approximate at tree heights. • Buildings that are 14 storeys high or of a great bulk destroy a local amenity. <p><u>Heritage policy</u></p> <ul style="list-style-type: none"> • Urges Council to incorporate precise objectives in the planning scheme that relate to heritage/amenity of the area rather than relying on schedules. <p><u>Planning system</u></p> <ul style="list-style-type: none"> • Concerned about the performance based approach to the planning controls. <p><u>Sustainability</u></p> <ul style="list-style-type: none"> • Concerned about the environmental impact of increased development • Concerned that there is no discussion of climate change/urban heat island effect/stronger wind in the planning controls.
217	Resident - Delbridge Street	<p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> • There should be lower mandatory maximum height limit. • Proposed Height will have an adverse impact on the heritage buildings. <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> • Higher built form will cause overshadowing. <p><u>Rezoning</u></p> <ul style="list-style-type: none"> • Objects to the rezoning of C2Z land. • C2Z properties being used for industrial or commercial purposes to maintain Yarra as a place where people can live work and play in a 20 minute city. <p><u>Heritage</u></p> <ul style="list-style-type: none"> • Amendment C231 will encourage the demolition of heritage buildings. <p><u>View lines</u></p> <ul style="list-style-type: none"> • The space and view lines from and between heritage buildings is important. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> • The proposed 6m setback for additional floors being built above and behind the heritage facades will result in the destruction of the whole interior of the existing buildings.

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		<ul style="list-style-type: none"> Retaining just the facade is not enough. <u>Use of consultants</u> Yarra should also stop using private planning consultants to prepare proposals to amend the Yarra planning scheme. <u>Laneways</u> New developments should provide land to widen laneways. When an owner or developer proposes changes to a property that uses the laneway, there should be some mechanism that gives all the other residents/owners that use that laneway an opportunity to vote for or against the proposed development.
218	Resident - McKean Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. Objects to six storey height limit. <p><u>Heritage/View lines</u></p> <ul style="list-style-type: none"> ANZ bank is a standout building with its parapets and roofline visible from many residential streets in the neighbourhood. To allow planning for buildings that interfere with this would detract considerably from Queens Parade. The spire of St Johns Clifton Hill is also a feature of our skyline. <p><u>Support</u></p> <ul style="list-style-type: none"> Supports Amendment C231. Acknowledges Amendment C231 will manage development along Queens Parade.
219	Resident - Delbridge Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Amendment C231 won't protect or enhance the heritage of Queens Parade. <p><u>Height/heritage</u></p> <ul style="list-style-type: none"> The outcomes of the controls would be backdrop of five storey developments, above and close to the front of single and double storey heritage streetscapes irrevocably diminish its integrity and accordingly its significance. Queens Parade is not an area to achieve increased housing density due to the intact heritage streetscape.
220	Resident - Wright Street	<p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> Mandatory height should be set at 3 storeys but with setbacks to ensure the third storey has minimal visibility from the other side of the street. 4 storeys was recommended by the Hanson consultants and was consistent with height limits in Precinct 3 3 storeys is more practical and in keeping with the commercial requirements of businesses that will continue to operate Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct <p><u>Laneways</u></p> <ul style="list-style-type: none"> 3 storey development will ensure laneway behind can support the traffic. <p><u>Mid-rise /suitable transition to residential areas unclear</u></p> <ul style="list-style-type: none"> DDO objectives are broad. Two objectives need clarification: To support a new mid-rise character behind a consistent street wall in precincts 2-5. This begs the question that "mid-rise" is first of all accepted without knowing how many levels this means. Most of the people I have talked to want "no rise" above any of the shops in Queens Parade. To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing. Council has already approved 5 storeys above the Bendigo Bank site – precedent already set. This will irrevocably change and dominate the skyline. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Makes me wonder whether consultation is mere window dressing to give credence to the government requirement for public consultation. Local communities must have the power to determine the extent of "reasonable" development in their area. <p><u>Built form</u></p> <ul style="list-style-type: none"> The property at 137 Queens Parade is an example of modern buildings not keeping with the heritage streetscape. <p><u>New development should restore and enhance what already exists.</u></p> <p><u>Laneways</u></p> <ul style="list-style-type: none"> 6 storeys behind Queens Parade will increase traffic along laneways Laneways were designed to accommodate shop and residents from McKean St. Allowing more development will impact on laneways and must be managed to preserve and enhance the amenity of these lanes <p><u>Heritage</u></p> <ul style="list-style-type: none"> Amendment C231 includes specific buildings such as St John the Baptist church and ANZ bank building but somehow does not include the collective heritage value of the shopping strip as a whole.
221	Resident - Fergie Street	<p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> Mandatory height should be set at 3 storeys but with setbacks to ensure the third storey has minimal visibility from the other side of the street. 4 storeys was recommended by the Hanson consultants and was consistent with height limits in Precinct 3 3 storeys is more practical and in keeping with the commercial requirements of businesses that will continue to operate Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct <p><u>Laneways</u></p> <ul style="list-style-type: none"> 3 storey development will ensure laneway behind can support the traffic. <p><u>Mid-rise /suitable transition to residential areas unclear</u></p> <ul style="list-style-type: none"> DDO objectives are broad. Two objectives need clarification: To support a new mid-rise character behind a consistent street wall in precincts 2-5. This begs the question that "mid-rise" is first of all accepted without knowing how many levels this means. Most of the people I have talked to want "no rise" above any of the shops in Queens Parade. To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing. Council has already approved 5 storeys above the Bendigo Bank site – precedent already set. This will irrevocably change and dominate the skyline. <p><u>Consultation</u></p> <ul style="list-style-type: none"> Makes me wonder whether consultation is mere window dressing to give credence to the government requirement for public consultation. Local communities must have the power to determine the extent of "reasonable" development in their area. <p><u>Built form</u></p> <ul style="list-style-type: none"> The property at 137 Queens Parade is an example of modern buildings not keeping with the heritage streetscape. <p><u>New development should restore and enhance what already exists.</u></p> <p><u>Laneways</u></p> <ul style="list-style-type: none"> 6 storeys behind Queens Parade will increase traffic along laneways Laneways were designed to accommodate shop and residents from McKean St. Allowing more development will impact on laneways and must be managed to preserve and enhance the amenity of these lanes <p><u>Heritage</u></p> <ul style="list-style-type: none"> Amendment C231 includes specific buildings such as St John the Baptist church and ANZ bank building but somehow does not include the collective heritage value of the shopping strip as a whole.

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> The parapets and rooflines are significant to the Heritage citation and should remain outlined against the sky. Precinct 4 is substantially different from the other Precincts of Queens Parade. The amendment should recognise the unique heritage character and mandate its preservation and enhancement. <p>Rezoning</p> <ul style="list-style-type: none"> Enabling apartments to be constructed above shops in Queens Parade is direct incentive for building owners to prioritise selling for property development rather than providing facilities for small business owners. <p>Urban consolidation</p> <ul style="list-style-type: none"> Recognise that urban renewal along Queens Parade already has over 1400 new apartments without considering the impact of the gasworks, the second Tim Gurner project in Queens Parade, and the huge developments planned for the towers in the McDonalds precinct. Add to this figure the proposed suggestions of 6 level apartment blocks behind the Queens Parade shops in Precinct 4. <p>Moratorium needed</p> <ul style="list-style-type: none"> Council needs to declare a moratorium on all development proposals that have not commenced the building process.
222	Organisation - National Trust of Australia (Victoria)	<p>Heritage/setbacks</p> <ul style="list-style-type: none"> Strongly objects to DDO16 because it may encourage the demolition of significant fabric, retaining only a 6m depth of the heritage entity. Argues that the DDO will not encourage positive heritage outcomes – may result in facadism. DDO fails to preserve the scale and pattern of heritage streetscapes as they will eventually become a collection of facades The 6-storey development set back only 6m is totally out of scale with the historic streetscape. DDO discourages the preservation maintenance and restoration of heritage places by encouraging the demolition of most of the heritage fabric DDO applies the worst type of conservation practice to the adaptation of heritage places as allows only the minimum retention of heritage fabric. The additions and new works to heritage places it permits are completely out of scale with the heritage place and fail completely to respect it. Rather than encouraging the retention of individually significant and contributory heritage places it encourages their reduction to mere facades. The removal of the part would adversely affect the contribution of the building to the heritage place. Strongly oppose this interpretation and will result in contributory buildings being “chopped off” by higher development and seriously impacting its contribution to the heritage precinct. Questions why there is a different treatment of heritage buildings in residential areas to those in commercial shopping strips. The Heritage Overlay should be administered fairly across the municipality, and there should not be one rule for the owner of a contributory dwelling and another for the owner of a contributory shop. The proposed DDO does not meet these recommendations except that the new development be distinguishable from the original historic fabric. Considers the DDO undermines the effective administration of heritage controls under the Heritage Overlay. Strongly encourages council to engage a heritage expert to peer review the recommendations prepared by GIM. Concerned that the amendment will set a precedent for other heritage shopping centres within Yarra and across the State. <p>DDO controls don't reflect objectives</p> <ul style="list-style-type: none"> GIM discourages facadism but doesn't define it and doesn't explain how a 6m setback represents a positive heritage outcome 6m setback will allow new development to visually overwhelm what remains of the heritage entity. Council should either abandon or significantly revise DDO16 based on these concerns. <p>Heritage policy</p> <ul style="list-style-type: none"> DDO16 fails to align with the objectives of the heritage policy in the Planning Scheme. Fails to conserve historic fabric and maintain the heritage place - 6m will see loss of all heritage fabric except the façade. Extent of demolition allowed under DDO16 is contrary to Clause 22.05-1. DDO has too heavily relied on point in Clause 22.02-5.1 for its justification. <p>View lines</p> <ul style="list-style-type: none"> DDO fails to adequately conserve significant view lines to the former ANZ Bank which is significant in the sky line.
223	Resident - McKean Street	<p>Heritage</p> <ul style="list-style-type: none"> Supports planning controls which protect and preserve the heritage character of Queens Parade - C231 does not do this. Supports protecting the prominence of the former ANZ Bank building along Queens Parade. <p>Height</p> <ul style="list-style-type: none"> Heights proposed in amendment would impact the heritage fabric of Queens Parade. Requests that Council considers the proposed heights.

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		<p><u>Laneways</u></p> <ul style="list-style-type: none"> • Unsuitable as thoroughfares for new development - not wide enough, will have negative impacts on emergency services. <p><u>Height</u></p> <ul style="list-style-type: none"> • New buildings should be no more than three storeys high. <p><u>Heritage</u></p> <ul style="list-style-type: none"> • To be able to see parapets and rooflines outlined against the sky is important. • Older buildings need to be protected by given careful attention to Height, setbacks, rooflines and parapets. <p><u>Built form</u></p> <ul style="list-style-type: none"> • Opposes the Future built form in the DDO. • Opposes Queens Parade being closed in by tall buildings. <p><u>Height</u></p> <ul style="list-style-type: none"> • Opposes the proposed heights in the amendment. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> • Supports medium density but growth can be accommodated on the APM (Australian Paper Mills) site and gas works site. <p><u>Heritage</u></p> <ul style="list-style-type: none"> • Queens Parade is a historic skyline that is part of our Melbourne heritage aspects of the Street. <p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> • Urges that heights within the shopping strip be in keeping with the existing heights and rooflines in this heritage precinct. • Strongly urges Council to ensure provisions in this amendment give certainty and avoid "preferred" options. • Mandatory quantified requirements provide certainty. • Strongly urges Council through this amendment to ensure the protection of the heritage shopping strip of Queens Parade by mandating heights within the shopping strip in keeping with existing heights. <p><u>Laneways</u></p> <ul style="list-style-type: none"> • Laneways in this precinct are narrow and opposes to these laneways being used for significantly increased vehicular traffic. • Strongly urges that Council respects the heritage value of laneways and ensure they are maintained primarily to enhance neighbourhood amenity.
224	Resident - Hodgkinson Street	
225	Resident - Hodgkinson Street	
226	Visitor - Melbourne	
227	Organisation - Fitzroy Residents Association Inc.	
228	Resident - Gold Street	<p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> • Melbourne is to house the likely numbers of people expected in the future, it is imperative that well-serviced areas of Melbourne have their density increased. The alternative is further urban sprawl which is detrimental on social and environmental grounds. • Area is an extremely well-serviced part of Melbourne with trams, a major station (Clifton Hill) and bike lanes to the city (c. 15mins ride). It has its own shops, post office etc and is very close to major shopping areas such as Smiths/Bunswick St and High St Northcote. This is area of Melbourne is perfect for increasing residential density, and increased height limits are a way of achieving that. • Increased density is a good thing for other residents, makes the place more interesting and vibrant and provides critical mass for different shops and services. <p><u>Open space</u></p> <ul style="list-style-type: none"> • Encourages Council to be quite strict with public open space requirements, and especially green spaces, in future planning decisions that relate to the increased density created by amendment C231. <p><u>Heritage/height - mandatory</u></p> <ul style="list-style-type: none"> • Concerned that Amendment C231 will have negative impact on main character and heritage streetscape of Queens Parade. • Concerned about development proposals on Queens Parade in Precinct 4. • The DDO (6 storeys behind heritage buildings) does not align with the Heritage Overlay. • Heights should be limited to a mandatory height of 4 storeys.
229	Resident - North Terrace	
230	Visitor - Melbourne	<p><u>Heritage</u></p> <ul style="list-style-type: none"> • DDO16 encourages facadism in the historic shopping strip <p><u>Setback</u></p> <ul style="list-style-type: none"> • The setback of only 6 metres is quite inadequate to conserve heritage fabric <p><u>Height</u></p> <ul style="list-style-type: none"> • 6 storeys set back only 6 metres is completely out of scale with historic buildings in the shopping centre.
231	Resident - Abbot Grove	<ul style="list-style-type: none"> • Development outlined in the DDO will impact the heritage streetscape.

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		<ul style="list-style-type: none"> Stronger heritage controls should be in place that are similar to domestic/residential properties. Urges Council to apply the same approach to residential streets to Queens Parade.
232	Resident - Noone Street	<p>Heritage</p> <ul style="list-style-type: none"> Modern multi-storey development will impact the heritage streetscape.
233	Resident - Falconer Street	<p>Heritage</p> <ul style="list-style-type: none"> Wishes the heritage streetscape and character to be retained. <p>Height</p> <ul style="list-style-type: none"> 6 storey height limit is too high. Heights in the shopping strip should be in keeping with the existing heights and rooflines - the heritage parapets set against the sky an important feature <p>Lanes</p> <ul style="list-style-type: none"> Walking should be a priority in laneways and new development should be designed to reinforce this. No development should be permitted to direct traffic through existing heritage laneways.
234	Visitor - Melbourne	<p>Capacity of Infrastructure</p> <ul style="list-style-type: none"> Amendment would result in an increase in population density placing strain on public transport. <p>Amenity</p> <ul style="list-style-type: none"> The proposed amendment would result in a loss of amenity for existing residents. <p>Height</p> <ul style="list-style-type: none"> Heights of 4 storeys to 6 storeys would have a huge impact on the single and two storey local historic Victorian heritage strip. Development should be limited to 2 storeys and set back so sight lines of any new buildings would be invisible from the opposite side of Queens Parade. New infill building should not exceed the height of two storeys. <p>Heritage</p> <ul style="list-style-type: none"> The design of future developments should be in keeping with the heritage area. <p>Urban consolidation</p> <ul style="list-style-type: none"> The area already has a reasonably high density of apartments nearby. <p>Laneways</p> <ul style="list-style-type: none"> No more than 2 storeys should be permitted on lanes. <p>Parking/Traffic</p> <ul style="list-style-type: none"> Cars should be kept right out, and lanes should be kept as pedestrian precincts. Onsite parking should be required by new development. Increased traffic could have potential problems for students. <p>Overshadowing</p> <ul style="list-style-type: none"> High apartment or office block development would overshadow existing residences. <p>Noise</p> <ul style="list-style-type: none"> Potential increase in the number of dwellings would increase traffic, visitor cars and garbage collection will all increase the noise levels. <p>Stormwater</p> <ul style="list-style-type: none"> Increased development will have implications for stormwater runoff.
235	Resident - South Terrace	<p>Height</p> <ul style="list-style-type: none"> Objects to the 6 storey height limit.
236	Resident - McKean Street	<p>Heritage</p> <ul style="list-style-type: none"> Development needs to respect heritage streetscape. Urban consolidation/affordable housing Conditionally supports the need for urban development and affordable housing. <p>Overshadowing</p> <ul style="list-style-type: none"> Proposed development will cause overshadowing of residential properties. <p>Height/setbacks</p> <ul style="list-style-type: none"> New development should not be visible from Queens Parade <p>Built form/heritage</p> <ul style="list-style-type: none"> New development should be sympathetic to the existing infrastructure in the narrow laneways and abutting residential houses. Heritage buildings along Queens Parade should be treated similar to buildings in residential areas.

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237	Resident - Hodgkinson Street	<p><u>Heritage/Amenity</u></p> <ul style="list-style-type: none"> Amendment C231 does not respect the heritage character of the area, or the residents who live nearby, particularly in Precinct 4. <p><u>Traffic</u></p> <ul style="list-style-type: none"> If developers want to turn Precinct 4 of Queens Parade in to a residential strip use Queens Parade as access. <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Many of the residences in Hodgkinson would lose direct sunlight to their properties. Greater sunlight analysis needs to be provided. <p><u>Height - mandatory</u></p> <ul style="list-style-type: none"> The mandatory/maximum height limit for any development in Precinct 4 of Amendment C231 should be no higher than buildings already existing on the site. A maximum height of 9 metres.
238	Resident - Hodgkinson Street	<p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Appreciates the need for housing but this needs to be balanced with heritage protection. <p><u>Height</u></p> <ul style="list-style-type: none"> No new building should be allowed to extend above existing rooflines and adjacent laneways should be similarly protected and maintained for pedestrian access. <p><u>Social function of Queens Parade</u></p> <ul style="list-style-type: none"> New development must recognise and prioritise this important social function of Queens Parade.
239	Resident - McKean Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Acknowledges the importance of preserving heritage streetscapes. <p><u>Traffic</u></p> <ul style="list-style-type: none"> New development must not increase traffic on nearby residential streets such as McKean and Hodgkinson Streets <p><u>Amenity/height/setbacks/mandatory</u></p> <ul style="list-style-type: none"> The amenity of residents on McKean St and Hodgkinson Street abutting the Precinct 4 Queens Parade sites should also be preserved. Preserving amenity could be achieved by low and mandatory height limits, maximum setbacks Would support if planning controls would achieve no loss of amenity. <p><u>Conversion of consultant advice</u></p> <ul style="list-style-type: none"> Council officers have diverged from the original advice provided by Hansen <p><u>Height</u></p> <ul style="list-style-type: none"> Retention of heritage character and amenity of local residents can be achieved by supporting the lower maximum building height of 5 storeys (with 4 storeys preferred). <p><u>Laneways</u></p> <ul style="list-style-type: none"> Council Officers have inadequately assessed the impact on, and the capability of, laneway access to existing Queens Parade sites in Precinct 4. <p><u>Parking</u></p> <ul style="list-style-type: none"> The proposed 6 storey maximum building height proposed will generate significantly more traffic. <p><u>There is not enough parking to justify any reductions in new developments.</u></p> <ul style="list-style-type: none"> Negative outcomes (traffic) can be mitigated by supporting the lower maximum building height of 5 storeys (with 4 storeys preferred). <p><u>Rear setbacks</u></p> <ul style="list-style-type: none"> Setbacks are inadequate and should be increased to protect resident amenity. <ul style="list-style-type: none"> The Res Code B17 standard should be used.
240	Resident - Michael Street	<p><u>Heights</u></p> <ul style="list-style-type: none"> Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct. The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Heights and massing on laneways must be managed to preserve and enhance the amenity of these spaces - including in the laneways themselves. Laneways throughout the precinct are narrow and rarely suited to significant usage for vehicular access. Walking and active transport should remain the priority in laneways. Supports policy to enhance the safety and amenity of laneways <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Future built form will result in overshadowing of properties. <p><u>Parking</u></p> <ul style="list-style-type: none"> Increased development will impact current parking levels. <p><u>Traffic</u></p>

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241	Resident - Napier Street	<ul style="list-style-type: none"> Increased density will result in greater traffic levels with negative outcomes for cyclists and pedestrians. Requests Council abandons Amendment. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Supports the need for urban renewal within the City of Yarra. Due to the development at 26-56 Queens Parade, Clipsal, Gasworks and developments in precinct 5C, it is not necessary to encourage development in Precinct 4. <p><u>Mandatory/discretionary</u></p> <ul style="list-style-type: none"> Does not support the overuse of preferred controls rather than mandatory controls <p><u>Height</u></p> <ul style="list-style-type: none"> Precinct 4 – 6 storeys is excessive. Precinct 4 – should be preserved in its current state. Precinct 4 – new built form should not be seen from opposite sides of the road Precinct 4 – the propose built form will cause heritage parapets and rooflines to become a submissive element <p><u>Laneways</u></p> <ul style="list-style-type: none"> Precinct 4 – Any development which would create a need for significant vehicle access via the laneways should be avoided. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> Precinct 5A & 5B – Clifton Motors site, former UK hotel are historically important - should be respected in the same manner as St John's Church and spire <p><u>Precinct 2</u></p> <ul style="list-style-type: none"> Precinct 2 – Maintain the current controls as per DDO16 and DDO20.
242	Resident - May Street	<p><u>Precinct 1</u></p> <ul style="list-style-type: none"> Retain existing maximum Height as per the Queens Parade Built Form review Precinct 1B – Support the height limit of a mandatory 3 storeys (9m) residential <p><u>Precinct 2</u></p> <ul style="list-style-type: none"> Retain existing height controls as per Hansen report and have these height limits mandatory. Retain Built Form controls as drafted into the Interim Controls. <p><u>Precinct 3</u></p> <ul style="list-style-type: none"> A mandatory maximum building height of 4 storeys (12 metres) to protect the s appreciation of the clear view to St John's church belfry and spire. Keep the height limits recommended by Hansen report and ensure they are mandatory. <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> Proposed mandatory building height of 21.5m or 6 storeys is too high. Heights limits should be 4 residential floors or 3 commercial floors (12 metres) and the limits need to be mandatory. Setbacks for the lanes behind the shopping strip are inadequate. <p><u>Precinct 5</u></p> <ul style="list-style-type: none"> 5B - building height limit should be mandatory 11 metres on Queens Parade and 18 metres on Dummett Crescent as higher heights would overwhelm the former Clifton Motors and the former UK Hotel when viewed from Queens Parade. Setbacks in 5B should be mandatory, definitely not preferred 6 metres for development at the former Clifton Motors and 6 metres elsewhere. 5C, for the above reasons, height limits and planning guidelines need to be mandated. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Yarra is fulfilling its requirement to accommodate housing growth, this growth needs to be evenly spread to the middle suburbs. <p><u>Height</u></p> <ul style="list-style-type: none"> Opposes the increase from 18m to 21.5m <p><u>Built form</u></p> <ul style="list-style-type: none"> More could be done usefully addressing the functional expectations of buildings as well as the overall form. <p><u>Amenity</u></p> <ul style="list-style-type: none"> New developments will have amenity impacts on existing residents.
243	Resident - Woodside Street	<p><u>Heritage/height</u></p> <ul style="list-style-type: none"> Six storey development is not compatible with heritage buildings Similar development is not allowed on heritage buildings in residential areas. Opposes the height limits. <p><u>Laneways</u></p>
244	Resident - Noone Street	<p><u>Laneways</u></p>

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245	Resident - Rushall Crescent	<ul style="list-style-type: none"> Laneways are suitable for increased traffic. Laneways Laneways aren't suitable for vehicle traffic. Height/mandatory <ul style="list-style-type: none"> Requests a maximum height of 4 storeys. Opposes preferred heights.
246	Resident - McKean Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky from both sides of Queens Parade. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Heights and massing on laneways must be managed so as to preserve and enhance the amenity of these spaces - including in the laneways themselves. Laneways throughout the precinct are narrow and rarely suited to significant usage for vehicular access. Walking and active transport should remain the priority in laneways. Supports policy to enhance safety and amenity of laneways. <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Policy 5.1.2 - engaging residents of a community to assist in determining the built form outcomes of a neighbourhood activity centre. <p><u>Overshadowing/overlooking</u></p> <ul style="list-style-type: none"> New development will create overshadowing of footpaths (northern side). There will be overshadowing and overlooking of existing buildings. <p><u>Capacity of Infrastructure</u></p> <ul style="list-style-type: none"> Increased density will place strain on existing facilities and amenities and street amenities, water, sewage, roads, public transport etc <p><u>Parking /traffic</u></p> <ul style="list-style-type: none"> There is not enough parking. There is congestion on roads and transport services. <p><u>Heritage/built form</u></p> <ul style="list-style-type: none"> Larger buildings will diminish the grandness of Queens Parade. New development will cause ugly unappealing, unattractive and harsh street scape. <p><u>View lines</u></p> <ul style="list-style-type: none"> Development will block city views. <p><u>Built form</u></p> <ul style="list-style-type: none"> Don't allow more development (similar to that on the lower north side of Queens Parade) to happen.
247	Resident - McKean Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Acknowledges the importance of seeing heritage parapets set against the sky. Just because it is a thoroughfare does not mean it should be destroyed and high rise buildings be allowed to dominate the skyline.
248	Resident - Delbridge Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Opposes six storey height limit along Queens Parade Six storey would dominate the street and dominate the two storey parapets. Recent four storey developments have had an impact on the Street. A four storey maximum height would be suitable. <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> The area is already producing enough housing capacity with up to 1500 new apartments being added along the western border.
249	Resident - Kneen Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Proposes a height limit of 4 storeys. Proposes that new development is not seen above roofs of shops. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Laneways should not be used for traffic.
250	Resident - McKean Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Acknowledges the importance of preserving heritage streetscapes. <p><u>Traffic</u></p>

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> New development must not increase traffic on nearby residential streets such as McKean and Hodgkinson Streets <p><u>Amenity</u></p> <ul style="list-style-type: none"> The amenity of residents on McKean St and Hodgkinson Street abutting the Precinct 4 Queens Parade sites should also be preserved. Preserving amenity could be achieved by low and mandatory height limits, maximum setbacks Would support if planning controls would achieve no loss of amenity. <p><u>Controls don't reflect consultant advice</u></p> <ul style="list-style-type: none"> Council Officers have diverged from the original advice provided by Hansen Partnership <p><u>Height</u></p> <ul style="list-style-type: none"> The retention of the heritage character and the amenity of local residents can be achieved by supporting the lower maximum building height of 5 storeys (with 4 storeys preferred). <p><u>Laneways</u></p> <ul style="list-style-type: none"> Council officers have inadequately assessed the impact on, and the capability of, laneway access to existing Queens Parade sites in Precinct 4. <p><u>Parking</u></p> <ul style="list-style-type: none"> The proposed 6 storey maximum building height proposed will generate significantly more traffic. <p><u>Rear setbacks</u></p> <ul style="list-style-type: none"> There is not enough parking to justify any reductions in new developments. Negative outcomes (traffic) can be mitigated by supporting the lower maximum building height of 5 storeys (with 4 storeys preferred). <p><u>Setbacks are inadequate and should be increased to protect resident amenity</u></p> <ul style="list-style-type: none"> The Res Code B17 standard should be used
251	Visitor - Melbourne	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Maintain village atmosphere of small shops in beautiful heritage precinct. A lot of heritage has been lost to large scale developments in the inner north Maintain heritage parapets against the sky. Village feel and heritage is what makes this so appealing, important to retain it. Overshadowing If Queens Parade were to be overshadowed it wouldn't be pleasant and would cause people to shop elsewhere – bad for traders <p><u>Parking</u></p> <ul style="list-style-type: none"> With increased density, parking will be a problem which will be another reason not to go to shop in Queens Parade <p><u>Laneways</u></p> <ul style="list-style-type: none"> Laneways are precious remnants of a bygone era – don't want them destroyed <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Direction 5.1.2 – local communities should lead the planning of their centres – community should be assisted to determine the built form
252	Resident - Noone Street	<p><u>Neighbourhood character/heritage</u></p> <ul style="list-style-type: none"> Shopping strips such as Queens Parade are part of the fabric of the area In Lygon and Brunswick Streets, heritage has been preserved – very little development above two storeys Any development in precinct 4 should be done in a manner that preserves the heritage and minimises traffic impacts on McKean and Hodgkinson Streets <p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> Should use mandatory heights and setbacks to constrain development <p><u>Controls don't reflect consultant advice</u></p> <ul style="list-style-type: none"> Council officers have inappropriately rejected expert advice and recommended 21.5 metres – Hansen previously recommended 18 metres which is an appropriate height <p><u>Height/rear setbacks</u></p> <ul style="list-style-type: none"> Six storeys would not preserve the visual landscape. Parapets and facade work currently stand out against the sky will disappear into the shadows Res Code B17 should be used on sites on Queens Parade, along with a maximum 4 storey height <p><u>Lanes</u></p> <ul style="list-style-type: none"> Council officers have inadequately assessed the impact on and capability of laneway access in Precinct 4 – will affect access and parking
253	Resident - Rowe Street	<p><u>Height/heritage</u></p> <ul style="list-style-type: none"> 6-10 storeys is unreasonable and doesn't fit with the heritage landscape Overlooking/overshadowing Development of that height will cause overlooking and overshadowing and will allow developers to profit at the expense of residents <p><u>Housing need/affordable housing</u></p> <ul style="list-style-type: none"> Good design and appropriate heights can accommodate the need for increased housing New development should provide social and affordable housing

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254	Visitor - Interstate	Refer to Submission 246
255	Resident - Rowe Street	<p>Urban consolidation / affordable housing</p> <ul style="list-style-type: none"> I fully understand the need to accommodate and encourage urban renewal and for more affordable and social housing. These are worthy aims yet newer development does not include them. Suggests that the state and local government report card shows a clear fail. Must mandate affordable and social housing in future developments. <p>Net community benefit</p> <ul style="list-style-type: none"> Doesn't see any community or civic benefits. Where are any community facilities likely to come from? Council and state Government have not done a great job setting the scene in Queens Parade already, so time to make amends with your ratepayers who pay your wages and provide you with employment. It is the ratepayers not the developers that clothe and feed you, so please don't forget that. <p>Precinct 4</p> <ul style="list-style-type: none"> Now you can walk in the street and feel the sun and rain on your face. With 6 storeys you can kiss the sun good bye. Historic facades need protection, not to be overwhelmed by monoliths. 4 storeys is the absolute highest that should be allowed <p>Rear interface / amenity</p> <ul style="list-style-type: none"> Properties that back onto Queens Parade will face 6 storeys to their rear – they will be blighted by such developments and seem to be ignored. There will be increased overlooking and overshadowing as well as increased traffic in lanes and parking in the streets. May reduce land values and consequently rates for the Council.
256	Resident - McKean Street	<p>Neighbourhood character</p> <ul style="list-style-type: none"> Important to maintain neighbourhood feel and architecturally important streetscapes. Increased heights does not achieve this Collingwood, Richmond and Fitzroy have had their skylines changed to meet council and state government's desire for greater density of housing. They have largely lost the architecture that made the inner city unique <p>Height / mandatory</p> <ul style="list-style-type: none"> Should have mandatory setbacks No more than 3 storeys should be allowed
257	Visitor - Melbourne	<p>Plan Melbourne</p> <ul style="list-style-type: none"> Local communities should lead the planning of their own centres <p>Heritage</p> <ul style="list-style-type: none"> Do not lose irreplaceable heritage Parapets and roof lines should remain visible against the sky <p>Height</p> <ul style="list-style-type: none"> Heights should be in keeping with existing heights <p>Rear setbacks</p> <ul style="list-style-type: none"> Manage heights and massing on laneways to preserve and enhance laneway amenity <p>Laneways</p> <ul style="list-style-type: none"> Avoid inappropriate densities that lead to laneway traffic – prioritise walking and active transport in laneways
258	Resident - Wright Street	<p>Consultant report</p> <ul style="list-style-type: none"> Prefers vision for Precinct 4 as set out in GIM report – it would retain the Victorian streetscape on both sides of Queens Parade <p>Built form</p> <ul style="list-style-type: none"> Council's DDO may lead to the destruction of the streetscape The preferred mode of development in a heritage streetscape is to push development up then back, but it mostly looks dreadful On narrow lots, 5 storeys will look top heavy and be visible from a long way away – trees can disguise four storeys but not five Width of Queens Parade doesn't mean higher buildings would look good <p>Heritage</p> <ul style="list-style-type: none"> Council should develop design templates that demonstrate compliance with heritage requirements Parts of Queens Parade can accommodate higher development as outlined in the DDO. Leave Precinct 4 with more modest development which would accommodate future change
259	Organisation - the Royal Historical Society of Victoria	<p>Heritage</p> <ul style="list-style-type: none"> Controls will encourage the destruction of heritage – allowing demolition of all but front 6 metres to allow development of 6 storeys with a 6 metre setback will destroy the skyline This is facadism which is a long discredited form of heritage conservation and specifically discouraged by the planning scheme

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> Council's lot by lot analysis is to be applauded – areas that can accommodate more development have been identified. Council should have identified key heritage areas and declare them as minimum change areas. They could then be managed via the heritage overlay where demolition of significant and contributory buildings is discouraged and new development is permitted but only of a mass and scale that doesn't compromise the heritage significance The approach taken by DDO16 is different to a heritage conservation approach – starting point seems to be establish an 11m street wall height, determine a setback (which, in the case of DDO16 is quite arbitrary) and then allow a 6 storey building The blocks are deep which means that if you considered heritage first, you could retain the principal roof and still have more than half the site for significant development Yarra is under pressure from state government to maximise development in activity centres. Their blinkered vision will lead to the destruction of historic centres This creates a precedent for the administration of the heritage overlay across the state The amendment is ill founded as it doesn't support heritage. It is fatally flawed and should be abandoned Different controls from Swan Street Swan Street uses a 4:3/4 ratio but Queens Parade uses 1:1 – appears that 6 storeys was chosen as a height and the various ratios are used to justify that height Swan Street has a 5 metre upper level setback whereas in Queens Parade it is 6 metres
260	Resident - Wright Street	<p><u>Neighbourhood character</u></p> <ul style="list-style-type: none"> Opposes amendment. Changes will be detrimental to open and historic character of the area and affect amenity of nearby residents through overshadowing. <p><u>Capacity of transport</u></p> <ul style="list-style-type: none"> Concern about impact on tram services <p><u>Municipal wide approach</u></p> <ul style="list-style-type: none"> Should be a whole of Yarra plan <p><u>Neighbourhood character</u></p> <ul style="list-style-type: none"> Queens Parade is charming and its heart and soul lies in its sense of living history. Provides an unbeatable shopping experience This will be lost if inappropriate development is allowed Should be preserved for future generations. Don't allow modern, multi storey developments to pervade this beautiful location <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Local communities should lead the planning of their local centres – consultation here has been tokenistic. We were presented with an outcome. No attempt to engage the community as a whole. <p><u>Translation of consultant work</u></p> <ul style="list-style-type: none"> GIM report makes various recommendations about preserving the heritage but the response will produce the exact opposite <p><u>Heritage/setbacks</u></p> <ul style="list-style-type: none"> Front rooms won't be retained because many are deeper than 6 metres and there is no requirement to retain the front room How will this ensure the conservation of places of heritage significance as per Clause 15.03-15 of the planning scheme? Should insist that new development not be visible from Queens Parade which would preserve existing skyline <p><u>Rear setbacks</u></p> <ul style="list-style-type: none"> Set back development in laneways as per Res Code B17 with setbacks applying to both sides of lane as if both sides are zoned residential <p><u>Laneways</u></p> <ul style="list-style-type: none"> 3 metre width of laneways doesn't accommodate fire trucks Laneways will be unsafe with the additional traffic <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Restrict higher density development to the gas works and precinct 5
261	Resident - Noone Street	
262	Resident - Michael Street	
263	Resident - May Street	<p><u>Precinct 1</u></p> <ul style="list-style-type: none"> Retain heights recommended by Hansen. 18 – Supports 9m and should be mandatory <p><u>Precinct 2</u></p> <ul style="list-style-type: none"> Retain heights recommended by Hansen and should be mandatory. Retain controls as drafted in interim controls <p><u>Precinct 3</u></p> <ul style="list-style-type: none"> Mandatory maximum of 12 metres (4 storey) to protect view to St John's. Keep Hansen's heights and make them mandatory <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> 12 metres and make them mandatory. Gas works and 26-56 Queens Parade more than fulfil duty to provide increased density. Laneway setbacks inadequate. <p><u>Precinct 5</u></p>

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> 58 – Heights should be 11m on Queens and 18m on Dummett. Anything less will see heritage buildings overwhelmed. Mandatory setbacks of 6m, not preferred. If not mandatory, community must spend countless hours opposing proposals at VCAT which is expensive for all. In 5C, make controls mandatory, not preferred. 43m is extremely generous. Need for stronger controls in this precinct.
264	Resident – Hodgkinson Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Historic charm is epitomised by low rise, late 19th and early 20th century buildings Overshadowing New development shouldn't be allowed to overshadow the current streetscape and its skyline <p><u>Height/mandatory</u></p> <ul style="list-style-type: none"> Mandatory maximum heights of 3-4 storeys should be applied. Should not be preferred heights <p><u>Height – mandatory/setbacks</u></p> <ul style="list-style-type: none"> Glad Council has developed planning controls but disappointed to find 6 storey heights and variable but steep rear setbacks Urges mandatory maximum 4 storeys – this was agreed at a Council meeting on 19 Dec 2017 Existing approvals are for four storeys ie practically level with existing heights plus an additional storey but well set back. Wants a 10 metre upper level setback. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Rear laneway access already difficult. Additional traffic will heighten risks to pedestrians and flow of traffic to streets Fire engine access a real issue – wants MFB guidelines adopted <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Communities should lead planning of their centres. Wants the community more energetically involved
265	Resident – Michael Street	<p><u>Heritage/height</u></p> <ul style="list-style-type: none"> Few other streets are as intact as Queens Parade Proposed heights will overwhelm skyline, rooves, parapets and new developments will dominate the precinct <p><u>Setbacks/heritage</u></p> <ul style="list-style-type: none"> 1:1 setback ratio has no logic in terms of heritage and conservation strategy. New developments behind commercial heritage should be obscured in the same way that residential developments are obscured behind heritage buildings. Residents and heritage experts believe they are of equal value Significant heritage streetscape should be extended to the NE on the south side of Queens Parade as there are some significant buildings there <p><u>Future built form</u></p> <ul style="list-style-type: none"> Development at the rear will result in changes to shop fronts to allow for wider, separate entrances, services and meters <p><u>Lanes</u></p> <ul style="list-style-type: none"> Rear lanes are part of the heritage fabric and should not be widened. But narrow width of properties will require parking stackers and lifts which will require lane widening <p><u>Heritage policy</u></p> <ul style="list-style-type: none"> Amendment is contrary to various sections of Council's own heritage policy at Clause 22.02 of the planning scheme DDO seeks to "ensure high quality and sympathetic upper level development" but there are no planning tools to achieve this. Existing approvals demonstrate Council can't control the quality of elevations and they will not be able to do it in Queens Parade
267	Resident – Brunswick Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Witnessed dreadful urban renewal in 1960s when heritage buildings were razed and welcomed heritage controls that saved what was left, however a different form of heritage destruction is taking place now under current planning regimes <p><u>Built form</u></p> <ul style="list-style-type: none"> Current thinking that you should delineate between old and new is wrong – there should be a requirement for new buildings to have design elements that are sympathetic to the surroundings In a Victorian streetscape, new buildings should reflect Victorian elements such as roof lines, windows, materials and decorations <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> There are significant urban renewal sites that accommodate need for more housing <p><u>Height</u></p> <ul style="list-style-type: none"> Keep heights in line with existing heights and in a style sympathetic to the existing <p><u>Lanes</u></p> <ul style="list-style-type: none"> Keep walking the priority in laneways
268	Resident – Delbridge Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Do not allow beautiful heritage to be ruined by inappropriate development Heritage skyline and shop parapets are critical to the character of the area. Should be kept for future generations

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269	Visitor - Melbourne	<ul style="list-style-type: none"> Don't allow development that does not fit the context – too big or overpowering Heritage <ul style="list-style-type: none"> Six storeys too high in a delightful street which is a mix of Victorian and early 20th century – a heritage gem which should be preserved for future generations Few streets left that have the luxury of low rise buildings lining a wide, elegant boulevard
270	Resident - Hodgkinson Street	Neighbourhood character <ul style="list-style-type: none"> Proposed development will destroy the unique character and village feel of the area Urban consolidation <ul style="list-style-type: none"> Gas works and Smith Street seeing a lot of apartments, why is it necessary to have more development in Queens Parade where there are heritage buildings? Height - mandatory <ul style="list-style-type: none"> If we have to have development, make it three storeys mandatory maximum
271	Resident - Queens Parade	Capacity of infrastructure <ul style="list-style-type: none"> Infrastructure in the area is not equipped to handle the large developments being built Traffic <ul style="list-style-type: none"> Growing number of cars, pedestrian and cyclists will continue to increase Height/heritage <ul style="list-style-type: none"> Limited height and preservation of the streetscape is crucial for keeping the community connected and accessible to all Overdevelopment will see destruction of the skyline
272	Resident - Miller Street	Heritage <ul style="list-style-type: none"> Concerned that the structure and outline of heritage shops were overshadowed by inappropriate development Height <ul style="list-style-type: none"> Rethink heights Lanes <ul style="list-style-type: none"> Rethink access down narrow lanes
273	Resident - Gold Street	Translation of consultant work <ul style="list-style-type: none"> Evidence of the past lives in the streetscape and individual buildings. Consultants recommended lower heights that have been mysteriously increased. Why? Lanes <ul style="list-style-type: none"> Lanes are narrow and can't accommodate increased traffic Sustainability <ul style="list-style-type: none"> New concrete in such a small area will create a new heat sink which is reckless Amenity <ul style="list-style-type: none"> So much new development will make Queens Parade like a building site for years which is very inconvenient for residents Urban consolidation <ul style="list-style-type: none"> Melbourne is growing but areas around Queens Parade are bearing a great chunk of this growth without regard for those that live there or who might come in the future
274	Resident - Michael Street	Urban consolidation <ul style="list-style-type: none"> Support need for innovative urban renewal and social housing but this amendment is not innovative Heritage <ul style="list-style-type: none"> Would result in a net loss of heritage and will see harsh "discontinuities of style and visualisation" Damage to intact streetscape would be irreversible Impact on traders <ul style="list-style-type: none"> Amendment may have permanent implications for commercial activity- what if, as a result of these plans, shopkeepers decided to leave? Rethink amendment <ul style="list-style-type: none"> Melbourne CC has stepped back from rash plans re Vic Market, urges Yarra to do the same here. Either abandon or seriously rethink
275	Business Owner - Queens Parade	Height <ul style="list-style-type: none"> Objects to maximum height of precinct 4 – it is excessive and will compromise the heritage values and streetscape 21.5 metres with a 6 metre setback is facadism which would significantly alter the character of the heritage streetscape
276	Resident - Rae Street	Height - mandatory <ul style="list-style-type: none"> Change and growth are inevitable but there needs to be mandatory height restrictions This will ensure our heritage is safeguarded for posterity
277	Resident - Jamieson Street	Height/setbacks

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		<ul style="list-style-type: none"> Concerned about heights and setbacks No buildings should be allowed to impinge on the heritage look of the street Heights should be in keeping with existing roof lines Parapets should remain outlined against the sky Laneways <ul style="list-style-type: none"> Don't use laneways for significant vehicle access Overlooking Inappropriate heights impinge upon people's privacy Residential capacity elsewhere Other larger sites in Queens Parade can accommodate the population growth
278	Resident - Walker Street	Heritage Proposal to overdevelop in a heritage area is inappropriate
279	Resident - Gold Street	Height <ul style="list-style-type: none"> Why do developers need to go so high? Who is benefiting from this extra high housing development? Why do we want to block out the sky? Affordable housing <ul style="list-style-type: none"> Is any of this building going to be thoughtful affordable housing? Traffic <ul style="list-style-type: none"> Traffic congestion is already a problem along Queen's Parade. Why add to it?
280	Organisation - Protect Fitzroy North Inc	Translation of consultant work <ul style="list-style-type: none"> Analysis behind Am C231 is welcome and overdue but we have issues with how this has translated into conclusions, especially in Precinct 4 Statement of significance for HO327 in Hansen report is not the full version. Height <ul style="list-style-type: none"> The group has participated in various VCAT settlements around built form of 8-10 storeys at the western end, 14 storeys at the eastern end and 10 storeys on gasworks. But mid-rise over heritage shops is beyond the pale and intolerable Urban consolidation <ul style="list-style-type: none"> Quotes VCAT 1134 (red dot) "...we do not consider the demand for additional housing ...outweighs all other policies and in the planning scheme relating to heritage for a development of this scale. Heritage is just as important as the need to accommodate population growth." Neighbourhood character <ul style="list-style-type: none"> Infill thus far in the precinct has been "neighbourly and mannered" but would welcome controls which would codify this approach as the preferred neighbourhood character Plan Melbourne <ul style="list-style-type: none"> Plan Melbourne makes clear that most growth is focused on the central city, urban renewal precincts and national employment and innovation clusters. Support for development in major activity centres rather than neighbourhood centres. Mixed use development can lead to residential uses competing with commercial uses and employment opportunities which can lead to loss of commercial land. Plan Melbourne doesn't require development in a neighbourhood centre to achieve 20 minute neighbourhoods. Queens Parade already delivers that objective. Plan Melb states that where centres are well established or communities are seeking to protect the unique character, they should be assisted in determining the desired built form outcomes Housing capacity elsewhere Community is happy to have growth eg gasworks but wants to preserve neighbourhood character. Wants heritage recognised when managing growth and change Lanes <ul style="list-style-type: none"> Existing system of laneways is part of a system that protects existing amenity even though it was built long before Res Code. Proposal to put additional traffic in laneways will lead to tensions between developers and residents. Design requirement to put traffic in laneways is flawed and should be urgently reconsidered Rear setbacks <ul style="list-style-type: none"> Rear setbacks B17 is designed to protect residential amenity and so is applied from the boundary of the residential property but it gives the commercial property a more advantageous building envelope at the point of B17's intersection with their property boundary. Submission includes detailed comparison of B17 vs rear setbacks proposed by Amendment C231. B17 a better option than C231 proposes Precincts 1 and 2 <ul style="list-style-type: none"> Wants wording of permanent controls to be identical to interim controls

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		<p>Precinct 3</p> <ul style="list-style-type: none"> Discretionary maximum of 18m is too high. 14m more suitable with 1.1m street wall height <p>Precinct 4</p> <ul style="list-style-type: none"> 21.5m too high. 12m would seem more appropriate. B17 setbacks to the rear <p>Precinct 5</p> <ul style="list-style-type: none"> 5C – mandatory 43m, 35m street wall height is too high, 18m more appropriate <p>Need for strong controls</p> <ul style="list-style-type: none"> Wants controls supported by the community that comply with Council policy and doesn't want to give grounds to allow 26-56 Queens Parade to be recontested Retain wording of interim controls <p>Urban consolidation</p> <ul style="list-style-type: none"> Plan Melbourne and VCAT case 1134 (red dot) support the protection of heritage as an equally important planning scheme objective as accommodating metropolitan growth <p>Plan Melbourne</p> <ul style="list-style-type: none"> Plan Melbourne gives the community a voice on what net community benefit means in their neighbourhood centres <p>Heritage policy/sightline test</p> <ul style="list-style-type: none"> Use sightline test in existing heritage policy Clause 22.02 to apply to all of Queens Parade <p>Precinct 4</p> <ul style="list-style-type: none"> Categorise Precinct 4 as a precinct of low change Impact on traders Maintain vitality of local businesses <p>Laneways</p> <ul style="list-style-type: none"> Laneways should provide a safe, sunlit heritage experience <p>Rear setbacks</p> <ul style="list-style-type: none"> Use B17 side and rear setbacks measured from the subject site boundary <p>Height/built form</p> <ul style="list-style-type: none"> Use gasworks as a benchmark for upper limit of development Do not allow long street walls without a break, even when views to landmarks or significant skylines are not interrupted <p>Translation of consultant work</p> <ul style="list-style-type: none"> Concern about Hansen's recommendation to increase from 4-6 storeys and reduce setbacks from 8m to 6m <p>Edits to explanatory report/DDO</p> <ul style="list-style-type: none"> Wants to see extensive edits made to the explanatory report Makes extensive recommendations about proposed amendments to DDO16
281	Resident - Coleman Street	
282	Resident - Rushall Crescent	<p>Heritage</p> <ul style="list-style-type: none"> Former ANZ building a remarkable landmark. Need to see parapets from both sides Preserve streetscape despite the need for progress The only Hoddle designed boulevard left in the city <p>Lanes</p> <ul style="list-style-type: none"> Laneways are narrow and can't withstand additional traffic <p>Parking</p> <ul style="list-style-type: none"> Parking becoming more difficult <p>Height – mandatory</p> <ul style="list-style-type: none"> Requests a four storey mandatory maximum height <p>Rear setbacks</p> <ul style="list-style-type: none"> B17 setbacks requested also <p>Inconsistent with Council resolution 22 Nov 2016</p> <ul style="list-style-type: none"> Amendment should be consistent with Council position endorsed on 22 November 2016 which called on the Minister for Planning to introduce interim controls to historic shopping streets to require a 10m upper level setback and maximum height limit of 11.5 metres <p>Consistency with planning and heritage policies</p> <ul style="list-style-type: none"> Amendment should be consistent with Council planning and heritage policies. As drafted, C231 is not consistent with these
283	Visitor - Melbourne	

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		<ul style="list-style-type: none"> Council should undertake an assessment of whether planning permits have contributed to unacceptable loss of heritage and if so, this amendment should be drafted to fix the shortcomings in existing policy Lanes Loss of heritage at the rear – lanes can't accommodate additional traffic and they are intrinsic to the character of the area Mandatory controls Residents want certainty – avoid "preferred" options Net community benefit When a developer proposes a change of use they should pay a developer fund contribution which would fund new infrastructure, compensate for loss of heritage and amenity and include immediate and long term costs Rezoning Change of zone should not be supported as it allows even more development opportunity
284	Resident - Brunswick Street	<p><u>Heritage/height</u></p> <ul style="list-style-type: none"> The amendment undermines the contributory heritage elements of the precinct Two additional levels would be appropriate, not the 3-4 outlined in Hansen's report Should introduce internal controls <p><u>Future built form</u></p> <ul style="list-style-type: none"> It allows development which doesn't acknowledge the pattern of the existing built form <p><u>Lanes</u></p> <ul style="list-style-type: none"> Loss of amenity and poor future direction for the rear laneways behind Queens Parade <p><u>Mandatory heights</u></p> <ul style="list-style-type: none"> Limited mandatory height limits and setbacks, which create ambiguity both in terms of planning legislation and in providing clear, specific direction for how the precinct should be developed. <p><u>Heritage grading</u></p> <ul style="list-style-type: none"> Consider the heritage grading of 330, 336 and 370 Queens Parade as they are unique and may require a higher level of protection
285	Visitor - Melbourne	<p><u>Heritage/height</u></p> <ul style="list-style-type: none"> Stop high density in inner city Queens Parade Save our heritage Better town planning <p><u>Infrastructure for families</u></p> <ul style="list-style-type: none"> Better infrastructure for families
286	Resident - Noone Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Maintain sense of history and preserve it for future residents Present streetscape has a sense of openness and continuity with building fronts and rooftops which are an important feature of the street <p><u>Parking/traffic</u></p> <ul style="list-style-type: none"> Council has the opportunity to protect the street from overbearing buildings and associated parking and traffic problems <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> The area can and is making its contribution to the demand for more inner city accommodation
287	Resident - Kneen Street	<p><u>Heights - mandatory</u></p> <ul style="list-style-type: none"> Mandate heights and setbacks in Precinct 4 to allow parapets and rooflines to remain visible to the sky <p><u>Lanes</u></p> <ul style="list-style-type: none"> Minimise excessive traffic down laneways to avoid risks for pedestrians Avoid bulk on laneways <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> Maintain heritage ambience in Precinct 4 <p><u>View lines</u></p> <ul style="list-style-type: none"> Maintain significant view lines
288	Resident - Aitken Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Maintain amazing intact streetscape for future generations <p><u>Future built form/amenity</u></p>

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Sub no	Interest	Summary of submission
		<ul style="list-style-type: none"> No more rubbish apartments – people need a nice space to live in Traffic/parking Traffic and parking are already bad
289	Visitor- Melbourne	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Queens Parade is a highly intact, largely 19th century shopping strip with important local landmarks which is highly valued by residents Protecting the heritage skyline in Precinct 4 is a central and an essential aspect of heritage protection <p><u>Heritage Policy in Planning Scheme</u></p> <ul style="list-style-type: none"> Yarra Planning Scheme includes various policies which seek to protect heritage The 1:1 ratio would allow development as tall again as the existing buildings which would dominate the heritage fabric and be at odds with policy in the planning scheme <p><u>Height</u></p> <ul style="list-style-type: none"> Limit development to three (Victorian) storeys
290	Resident - McKean Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Need to preserve heritage streetscapes. Heritage parapets need to be visible against the sky on both sides of Queens Parade <p><u>Height</u></p> <ul style="list-style-type: none"> Six storeys makes a mockery of heritage protection <p><u>Laneways</u></p> <ul style="list-style-type: none"> Retain open space and access via rear laneways – Council should improve the safety and amenity of laneways
291	Resident - Hodgkinson Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Amendment underestimates the uniqueness and intactness of Queens Parade. Should look at internal heritage values as well as external No modern building has exceeded its heritage neighbour Amendment will destroy views of the parapets against the sky Queens Parade is a monument to sustainability and has been since the 1880s <p><u>Amenity impacts</u></p> <ul style="list-style-type: none"> There will be negative impacts on residents in Hodgkinson, McKean and Turnbull Streets It's an anti-social, unjust amendment, gross lack of respect for residents <p><u>Attitude of planning department</u></p> <ul style="list-style-type: none"> Queens Parade is taken for granted by the planning department Community forced yet again to spend time trying to achieve a responsible result
292	Resident - McKean Street	<p><u>Height</u></p> <ul style="list-style-type: none"> In the retail area, there is no justification for any development of any height Even modest development would intrude on neighbours to the rear Outside the retail area, support low rise only – 4 storeys <p><u>Laneways</u></p> <ul style="list-style-type: none"> Lanes are narrow and can't accommodate additional traffic
293	Resident - Dwyer Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Not what we expect from a Council that values heritage Keep what is valuable in the community Utterly opposed to the amendment
294	Resident - Newry Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Heights in the shopping centre must be in keeping with existing <p><u>Laneways</u></p> <ul style="list-style-type: none"> Heritage buildings rely on amenity of open space abutting via laneways. Height and massing on laneways must preserve laneway amenity Laneways are narrow and rarely suited to vehicle use Promote walking and active transport in lanes <p><u>Overshadowing</u></p> <ul style="list-style-type: none"> Overshadowing will be an issue as will loss of views of the sky <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Communities should be responsible for planning future built form
295	Resident - Wright Street	<p><u>Heritage/height</u></p>

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
296	Resident - McKean Street	<ul style="list-style-type: none"> Amendment will diminish heritage – it's important architecturally and historically. Much of the appeal is attraction of elaborate parapets seen against the sky Development of 5 storeys and above will diminish the heritage integrity and significance Urban consolidation Despite its location close to the city and transport, Queens Parade is not the location to increase density. Heritage controls should not be diluted to achieve greater density Translation of consultant work Report suggests allowing two additional storeys but disappointingly, Council has allowed four additional storeys Heritage/height Allowing buildings of this height will spoil the feel of the street, remove the outline of the parapets against the sky Why spoil the Hoddle boulevard for future generations for the sake of accommodation that will provide for relatively few? Future built form Development will be piecemeal for years and look like a jagged, unsightly mess Will result in a hotch potch of architectural styles which will not conform to the present consistent architecture Council will benefit from increased rates and taxes which is a small gain for a degradation of the built environment Amenity impacts Quality of the local environment affect mental and cardiovascular health of citizens. This will degrade the local environment, reduce green space and substantially reduce the liveability of the area Height/setbacks Limit to a maximum height of two additional storeys (four storeys total) Have at least a 10 metre setback
297	Resident - Roseneath Street	<ul style="list-style-type: none"> Quality of consultant work Not enough close study has been done of the buildings – internal as well as external heritage Heritage Queens Parade is on the ancient indigenous song lines leading from Melbourne to Heidelberg – a priceless heritage precinct Relief of parapets against the sky is special and will be destroyed Height No modern building has exceeded the height of its neighbours Six storeys unacceptable, as is the setback Sustainability Already a monument of sustainability Amenity impacts There will be negative impacts on residents in Hodgkinson, McKean and Turnbull Streets Attitude of planning department Queens Parade is taken for granted by the planning department Community forced yet again to spend time trying to achieve a responsible result Height Wants mandatory 11m or 14.5m mandatory height – 21.5m will not respect the scale of the existing Council argues 6 storeys is only possible on longer blocks yet an application for 388 Queens Parade proves otherwise. The application went to a VCAT compulsory conference where the member advised residents (as a result of the interim controls) the applicant could now apply for 6 storeys even though 388 Queens Parade is a shorter block A permit for 5 storeys was heart breaking and we want to ensure this will be the highest development and hopes this doesn't set an unfortunate precedent Heritage Parapets and rooflines set against the sky are intrinsic to the heritage streetscape and neighbourhood character Future built form Inclusion of balconies present another inappropriate design element in a heritage streetscape eg market umbrellas and BBQs Translation of consultant reports Initial Hansen report recommended 4 storeys – not clear why it was increased to 5 storeys Laneways Heights and massing on laneways needs to be managed to preserve and enhance the amenity of these spaces. 11m high walls on either side of the CI2 interface will be overwhelming – minimum setback above 8 metres would be less detrimental B17 would be a better setback
298	Resident - McKean Street	<ul style="list-style-type: none"> Wants mandatory 11m or 14.5m mandatory height – 21.5m will not respect the scale of the existing Council argues 6 storeys is only possible on longer blocks yet an application for 388 Queens Parade proves otherwise. The application went to a VCAT compulsory conference where the member advised residents (as a result of the interim controls) the applicant could now apply for 6 storeys even though 388 Queens Parade is a shorter block A permit for 5 storeys was heart breaking and we want to ensure this will be the highest development and hopes this doesn't set an unfortunate precedent Heritage Parapets and rooflines set against the sky are intrinsic to the heritage streetscape and neighbourhood character Future built form Inclusion of balconies present another inappropriate design element in a heritage streetscape eg market umbrellas and BBQs Translation of consultant reports Initial Hansen report recommended 4 storeys – not clear why it was increased to 5 storeys Laneways Heights and massing on laneways needs to be managed to preserve and enhance the amenity of these spaces. 11m high walls on either side of the CI2 interface will be overwhelming – minimum setback above 8 metres would be less detrimental B17 would be a better setback

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<p>Urban consolidation</p> <ul style="list-style-type: none"> 1400 apartments being delivered elsewhere along Queens Parade – represents a 14% increase on 2016 population – no need to sacrifice heritage in Precinct 4 <p>Laneways</p> <ul style="list-style-type: none"> Laneways are already difficult for access and parking is already limited. Increased requirements for parking will reduce amenity <p>Further work required</p> <ul style="list-style-type: none"> Walking and active transport should be the priority in laneways Wants to see the Hansen testing Wants to see side and rear setbacks modelled
299	Resident - Napier Street	<p>Height – mandatory</p> <ul style="list-style-type: none"> 6 storey height limits are too high. A maximum height of 4 storeys and should be mandatory <p>Heritage</p> <ul style="list-style-type: none"> Heritage roof lines and parapets will be lost Heritage overlay should protect the heritage character of the streets <p>Amenity</p> <ul style="list-style-type: none"> Amenity of adjoining residential properties will be severely compromised. <p>Urban consolidation</p> <ul style="list-style-type: none"> Opportunities around this precinct for higher densities, changing the status quo risks unnecessary development – making money over valuing the environment and community outcomes Affordable and social housing is needed but surely can be achieved by respecting the environment
300	Resident - Newry Street	<p>Ability of Council planners</p> <ul style="list-style-type: none"> Consultants paid handsomely so their recommendations can be ignored by less experienced Council planners Residents must rise to the challenge to champion what is obvious to all except Council planners <p>Heritage</p> <ul style="list-style-type: none"> Council has an obligation to protect and preserve its heritage streetscape. Facadem has ruined much of Melbourne's CBD – must not be allowed to happen here. Shop parapets should be experienced against the sky. <p>Height – mandatory/setbacks</p> <ul style="list-style-type: none"> Supports a precinct wide mandatory height of four storeys. Heights elsewhere up to 14 storeys? – No, 10 storeys mandatory maximum to match Gas Works Don't allow bad planning outcomes in precinct 5 become the precedent – Clifton Views is dreadful Setbacks should preserve the street. As there are no sites larger than the gasworks site heights there should be no heights higher than what was set there. Controls with the word preferred should be changed to mandatory. <p>Laneways</p> <ul style="list-style-type: none"> New development should not direct traffic through laneways.
301	Visitor - Melbourne	<p>Heritage</p> <ul style="list-style-type: none"> Concerned with the loss of heritage places because Council is greedy for urbanisation Heritage buildings within the street should be protected <p>Parking</p> <ul style="list-style-type: none"> New development has reduced parking which forces us to buy permits <p>Future built form</p> <ul style="list-style-type: none"> New developments will not contribute to the heritage streetscape. Clifton Views is a deplorable building Please consider the heritage and conserve the buildings
302	Resident - Park Street	<p>Height/setbacks</p> <ul style="list-style-type: none"> The height limits and setbacks are inadequate to protect the heritage streetscape, laneways. Queens Parade is a low rise Victorian Boulevard and no modern building has been built higher than the street wall. Strongly objects to the 6 storey height limit Strongly objects to the 6m setback. Heights within the shopping strip must be in keeping with the existing heights and rooflines within the heritage precinct.

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<p><u>Future built form</u></p> <ul style="list-style-type: none"> New development will destroy the heritage aspects of the street similar to other shopping strips in Melbourne. <p><u>View lines</u></p> <ul style="list-style-type: none"> Acknowledges the importance of seeing the St John's Spire from the street. <p><u>Plan Melbourne</u></p> <ul style="list-style-type: none"> Acknowledges that Plan Melbourne 5.1.2 states that local communities should lead the planning of their own centres. <p><u>Heritage</u></p> <ul style="list-style-type: none"> The parapets and rooflines are significant to the heritage citation and should remain outlined against the sky. Queens Parade is the only Hoddle Boulevard with shops This is one of the rare heritage shopping strips left in Melbourne and the world Current amendment does not provide the protection needed <p><u>Laneways</u></p> <ul style="list-style-type: none"> Loves the lanes and their ability to give life to the community Prioritise walking and active transport Heights and massing on laneways must be managed so as to preserve and enhance the amenity of these spaces Laneways throughout the precinct are narrow and rarely suited to significant usage for vehicular access.
303	Resident - Rowe Street	<p><u>Future built form</u></p> <ul style="list-style-type: none"> Objects to the recent development of Clifton Views as a suitable location for a retirement village. New development will impact the heritage aspects of the street. Does not support the "tunnel high rise" built form outcomes set out in the DDO. <p><u>Overlooking</u></p> <ul style="list-style-type: none"> New developments will impact privacy of existing residents.
304	Resident - Tucker Place	<p><u>Future built form</u></p> <ul style="list-style-type: none"> Does not support the mid-rise vision for the street and will have an impact on the heritage aspects. <p><u>Amenity</u></p> <ul style="list-style-type: none"> Infill development will increase amenity impacts on existing residents. <p><u>Height/heritage</u></p> <ul style="list-style-type: none"> Six storey heights will dominate heritage street scape and will allow the shop parapets set against the skyline. Three storey height limit is appropriate. <p><u>Traffic/parking</u></p> <ul style="list-style-type: none"> New development will have an impact on traffic and parking.
305	Visitor - Melbourne	<p><u>Future built form</u></p> <ul style="list-style-type: none"> Strongly objects to Amendment C231 and future developments.
306	Resident - Spensley Street	<p><u>Height</u></p> <ul style="list-style-type: none"> Concerned about the height limits set out in the DDO. <p><u>Capacity of infrastructure</u></p> <ul style="list-style-type: none"> New development will increase congestion. The current level of services and infrastructure cannot cope with increased densities.
307	Resident - O'Grady Street	<p><u>Heritage</u></p> <ul style="list-style-type: none"> Appreciates the heritage nature of Queens Parade. New development at the proposed form will have a negative impact on the heritage.
308	Resident - Delbridge Street	<p><u>Height – mandatory/setbacks</u></p> <ul style="list-style-type: none"> If the Queens Parade Amendment C231 allows multi-storey building this should be subject to: <ul style="list-style-type: none"> to a mandatory maximum height limit of 4 storeys setback at least 10 metres from the Queens Parade property boundaries <p><u>Lanes</u></p> <ul style="list-style-type: none"> Rear lanes should also be protected from the bulk of multi-storey cliff faces, with a maximum limit of 2 storeys on the boundary, with a maximum increase at 45 degrees the 4 storey limit towards the centre of the property.
309	Resident - Delbridge Street	<p><u>Amenity</u></p>

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
310	Resident - Spensley Street	<ul style="list-style-type: none"> Current rules do not consider or respect adjoining properties creating visual bulk overshadowing and overcrowding of services ie access laneways. Height/heritage New development will impact the low rise heritage streetscape. Heritage buildings along Queens Parade should be treated similar to buildings in residential areas. Laneways The Yarra Planning Scheme (in Clause 22.07) requires that the subject laneway meet emergency services access requirements and those requirements, which are set out in MFB guidelines (GL-27), provide that buildings greater than 2 storeys or with an effective height greater than 9 m have an access road of at least 3.5 m wide. Amendment C231 does not promote development that will align with this requirement.
311	Resident - Rowe Street	<p>Future built form/heritage</p> <ul style="list-style-type: none"> New buildings would clash with Victorian era architecture. The heritage shops are largely intact. The units in Jamieson Street are an example of a reasonable compromise. The examples of high rise buildings built on a ten metre setback, behind Victorian era buildings have always detracted from the appearance of the area.
312	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> Objects to the Amendment as it does not preserve the heritage village appeal of the neighbourhood. Overshadowing New development will overshadow existing buildings. Solar panels will be overshadowed.
313	Resident - Hodgkinson Street	<p>Heritage</p> <ul style="list-style-type: none"> Objects to the Amendment as it does not preserve the heritage village appeal of the neighbourhood. Overshadowing New development will overshadow existing buildings. Solar panels will be overshadowed.
314	Visitor - Interstate	Refer to Submission 246
315	Visitor - Interstate	Refer to Submission 246
316	Visitor - Interstate	Refer to Submission 246
317	Visitor - Interstate	Refer to Submission 246
318	Visitor - Interstate	Refer to Submission 246
319	Visitor - Interstate	Refer to Submission 246
320	Visitor - Interstate	Refer to Submission 246
321	Visitor - Interstate	Refer to Submission 246
322	Visitor - Interstate	Refer to Submission 246
323	Visitor - Melbourne	Refer to Submission 246
324	Visitor - Melbourne	Refer to Submission 246
325	Visitor - Melbourne	Refer to Submission 246
326	Visitor - Melbourne	Refer to Submission 246
327	Visitor - Melbourne	Refer to Submission 246
328	Visitor - Melbourne	Refer to Submission 246
329	Visitor - Melbourne	Refer to Submission 246
330	Visitor - Interstate	Refer to Submission 246
331	Visitor - Interstate	Refer to Submission 246
332	Visitor - Interstate	Refer to Submission 246
333	Visitor - Interstate	Refer to Submission 246
334	Visitor - Melbourne	Refer to Submission 246
335	Visitor - Melbourne	Refer to Submission 246
336	Visitor - Interstate	Refer to Submission 246
337	Visitor - Interstate	Refer to Submission 246

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
338	Organisation - The 3068 Executive Committee	<p>Questions for Panel</p> <ul style="list-style-type: none"> A panel may wish to consider the following questions: <ul style="list-style-type: none"> Will the amendment controls achieve the policy objectives? Do the amendment controls align with the consultant's recommendations? Different from original recommendations Does the modelling provide acceptable built form outcomes? Modelling shows how destructive development will be Has the heritage context been researched so it is clear what to protect? A detailed heritage review would be a better guide for planning controls Are the heritage gradings adequate? Individually significant provides more protection Is the push for overdevelopment in a critical and sensitive precinct justified? Ample opportunities nearby for higher density development Are the controls appropriate for a Neighbourhood Activity Centre? Is the proposed built form framework underpinned by urban design and heritage assessments? <p>Adequacy of consultant work – Urban design</p> <ul style="list-style-type: none"> Urban design assessments on 7 sites with largest development potential >1,200m² are inadequate. 197, 416 and 390 Queens Parade, corners of Napier, Jamieson and Grant Streets and rear 314 Queens Parade. They need assessment and advice. Assessment and advice on largest corner shopping building allotments required – 304-330, 336-338, 380-392, 141-167 and 274 Queens Parade. Assessment and detailed advice on the highest buildings in the shopping strip – 117, 127 and 282 Queens Parade. Heidelberg Road overpass needs assessment in the event of the railway being lowered <p>Heritage grading</p> <ul style="list-style-type: none"> Review the heritage grading of the following buildings in Precinct 4 - 127-129, 141, 189, 193, 197, 280-356, 336-338 Queens Parade Review the following (outside the study area) – Mayors Park and 434-438 Queens Parade Upgrade significance of chimneys and fireplaces Upgrade significance of lining board and pressed metal ceilings Upgrade significance of internal staircases to 141-153, 157, 159-161, 167, 314, 370 and 398 Queens Parade Upgrade significance of Clifton Motors Give more protection to 89, 141, 192, 199, 274, 330, 336-338 and 434-438 Queens Parade Submission includes a number of statements of significance for these properties Mandatory height and setbacks Would support a 13m mandatory height and 8m mandatory setback – the original recommendation from Hansen <p>DDO controls don't reflect objectives</p> <ul style="list-style-type: none"> Supports policy and objectives of DDO16 but controls work against objectives <p>Visibility</p> <ul style="list-style-type: none"> %: % visibility test used in Sydney Road recommended originally by GJM was changed to 1:1. "That should have been a warning that upper level development...(here)... is more reckless than in other sensitive streetscapes." Hansen modelling chose 153 Queens Parade which has a central parapet that hides more development than would be normal <p>Urban consolidation</p> <ul style="list-style-type: none"> VCAT case at 139 Queens Parade (former Normanby Hotel) examined the suitability of a fourth level addition. VCAT found it could be achieved but must be strongly influenced by heritage considerations. Heights were reduced to assist in maintaining the prominence of the heritage building VCAT case at 141-148 Queens Parade – 14.98m with 6m setback These cases demonstrate that 4 storey developments even with upper level setbacks and good design struggle not to diminish heritage significance and that heritage grading is a problem <p>Amenity</p> <ul style="list-style-type: none"> Amendment needs to require complete screening regardless of distance and daily access to 12 hours of sunlight Fifth floor is unacceptable on a net community benefit and loss assessment VCAT cases above demonstrate that sensitive residential uses to the south will experience significant impacts with adjoining development of 4 storeys. A 5th storeys would have a negative community impact.
339	Visitor - Interstate	Refer to Submission 246
340	Visitor - Interstate	Refer to Submission 246
341	Resident - Napier Street	Refer to Submission 246
342	Resident - Napier Street	Refer to Submission 246

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Sub no	Interest	Summary of submission
343	Visitor - Interstate	Refer to Submission 246
344	Visitor - Interstate	Refer to Submission 246
345	Visitor - Interstate	Refer to Submission 246
346	Visitor - Interstate	Refer to Submission 246
347	Visitor - Interstate	Refer to Submission 246
348	Visitor - Interstate	Refer to Submission 246
349	Visitor - Overseas	Refer to Submission 246
350	Visitor - Melbourne	Refer to Submission 246
351	Visitor - Interstate	Refer to Submission 246
352	Visitor - Melbourne	Refer to Submission 246
353	Visitor - Interstate	Refer to Submission 246
354	Visitor - Interstate	Refer to Submission 246
355	Visitor - Interstate	Refer to Submission 246
356	Visitor - Melbourne	Refer to Submission 246
357	Visitor - Overseas	Refer to Submission 246
358	Visitor - Interstate	Refer to Submission 246
359	Resident - No Street	Refer to Submission 246
360	Resident - No Street	Refer to Submission 246
361	Visitor - Melbourne	Refer to Submission 246
363	Resident - Brunswick Street	Refer to Submission 246
364	Resident - Brunswick Street	Refer to Submission 246
365	Resident - Brunswick Street	Refer to Submission 246
366	Resident - McKean Street	Refer to Submission 246
367	Visitor - Interstate	Refer to Submission 246
368	Visitor - Melbourne	Refer to Submission 246
369	Visitor - Melbourne	Refer to Submission 246
370	Visitor - Melbourne	Refer to Submission 246
371	Visitor - Melbourne	Refer to Submission 246
372	Resident - Woodside Street	<p>Plan Melbourne</p> <ul style="list-style-type: none"> Community should be involved in the process for developing any built form controls or plans. <p>Heritage/height</p> <ul style="list-style-type: none"> The heritage elements of the strip are unique and should be maintained eternally. Heights must be kept in line with the rooflines of the heritage precinct. <p>Laneways</p> <ul style="list-style-type: none"> Heights and massing on laneways must be preserved and managed to enhance the amenity of these spaces. Avoidance of densities that will cause traffic congestion in narrow laneways Walking and active transport in the laneways is a priority to ensure safe carriage and reliable amenity.
373	Resident - Hodgekinson Street	<p>Strongly opposes Amendment C231</p> <p>Social impact of amendment</p> <ul style="list-style-type: none"> Amendment C231 will affect the village feel of the street. With more people moving into the centre will impact the community connection. <p>Neighbourhood character/heritage</p> <ul style="list-style-type: none"> Amendment C231 will "destroy" the character and heritage aspects of the streets. <p>Sustainability</p> <ul style="list-style-type: none"> Will introduce unsustainable population densities into the street. <p>Height</p> <ul style="list-style-type: none"> Opposes 6 storey height limit.
374	Resident - Noone Street	

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Sub no	Interest	Summary of submission
375	Visitor - Melbourne	Refer to Submission 246
376	Visitor - Melbourne	Refer to Submission 246
377	Visitor - Interstate	Refer to Submission 246
378	Visitor - Melbourne	Refer to Submission 246
379	Visitor - Melbourne	Refer to Submission 246
380	Visitor - Melbourne	Refer to Submission 246
381	Resident - McKean Street	Refer to Submission 246
382	Resident - McKean Street	Refer to Submission 246
383	Resident - McKean Street	Refer to Submission 246
384	Resident - Napier Street	Refer to Submission 246
385	Visitor - Interstate	Refer to Submission 246
386	Resident - Napier Street	Refer to Submission 246
387	Visitor - Melbourne	Refer to Submission 246
388	Visitor - Melbourne	Refer to Submission 246
389	Visitor - Melbourne	Refer to Submission 246
390	Visitor - Melbourne	Refer to Submission 246
391	Visitor - Interstate	Refer to Submission 246
392	Resident - McKean Street	<p><u>View lines/height/character</u></p> <ul style="list-style-type: none"> Prominence of St John's church spire and ANZ will be lost. If streetscape becomes a series of 5-6 storey buildings Risk of increasing height limits is that character will be irretrievably lost This is demonstrated by massive towers in Precinct 5 Requests that any new building bulk is not visible from the opposite side of the street Requests that views of St John's church spire and ANZ are not obstructed from any part of the boulevard
393	Resident - Delbridge Street	<p><u>Height</u></p> <ul style="list-style-type: none"> 6 storeys will ruin the essence and character people like <p><u>Capacity to accommodate future development</u></p> <ul style="list-style-type: none"> Not everyone can live in Yarra and by attempting to accommodate the masses, special quality will be ruined forever. Then everyone will go away and no one will want to live here and Yarra will fall into ruin and a slum <p><u>Neighbourhood character</u></p> <ul style="list-style-type: none"> Stop the concrete jungle mentality <p><u>Urban consolidation</u></p> <ul style="list-style-type: none"> Greedy ambitious developers and commentators who are only for money and power have called for intensive development of pleasant suburbs like this Only someone from a business school writing in the Australian seems to have a particular wish to spoil such neighbourhoods, as if we have no right to like them as they are and seek to preserve them <p><u>Traffic/parking</u></p> <ul style="list-style-type: none"> These developers are unconcerned about increasingly difficult traffic and parking that large numbers of extra residents and their vehicles will cause, likelihood of resident parking permits becoming necessary <p><u>Height - mandatory</u></p> <ul style="list-style-type: none"> 6 storeys over the shops would dominate and overwhelm – should be limited to 4 storeys and in a style that blends with the 19th century shop fronts <p><u>Neighbourhood character/heritage</u></p> <ul style="list-style-type: none"> Council, aided by Minister Wynne approved the aged care facility which is a blight on the skyline. Completely out of context Over-development will replace a largely intact streetscape with an overshadowed canyon precinct <p><u>Heritage</u></p> <ul style="list-style-type: none"> Already too many heritage buildings with high rise monoliths tacked onto the rear. Allowing more will destroy neighbourhood character and make the heritage overlay redundant and meaningless Council is failing to protect the very buildings it is intended to safeguard Loss of heritage that is occurring is irreversible. <p><u>Net community benefit</u></p> <ul style="list-style-type: none"> Council and Minister have allowed developers to make massive profits with no social benefit
394	Resident - Rowe Street	
395	Resident - Spensley Street	

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
396	Resident - Rowe Street	<ul style="list-style-type: none"> Clifton Hill needs protection from poor planning that allows speculation and no benefit to community <p><u>Heritage</u></p> <ul style="list-style-type: none"> Best outcome would be to refuse development over the shops in the heritage overlay <p><u>Heights/setbacks – mandatory</u></p> <ul style="list-style-type: none"> Assuming no development isn't an option, planning scheme should refer to maximum allowable heights and minimum setbacks – not preferred Translation of consultant work Originally was 4 storeys with 10m setbacks – disappointing Council and Minister didn't take the advice 5/6 storeys is too high and will cause loss of character Laneways Lanes are narrow and more traffic would reduce pedestrian safety <p><u>Rear setbacks</u></p> <ul style="list-style-type: none"> High walls on boundaries will negatively impact on experience of traversing the laneways
397	Visitor - Melbourne	<p><u>Height</u></p> <ul style="list-style-type: none"> 6 storeys will ruin the village atmosphere Massive buildings already approved have had a negative impact on the area
398	Landowner – Queens Parade	<p><u>Height</u></p> <ul style="list-style-type: none"> The proposed 18m height limit is appropriate and desirable. The property is located on a section of Queens Parade with the widest vistas which can readily absorb a design response at 18m. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Supports the non-contributory grade for 15-33 Queens Parade. Acknowledges that some submissions refer to wooden trusses in the building dating back to 1870. Argues that this does not warrant a contributory grading in the Yarra Planning Scheme as many buildings in Yarra exhibit this trait. The existing building is out of character with the surrounding heritage properties and is visually unattractive. The character and subdivision pattern of Queens Parade (Precinct 3) and Hodgkinson Street are different and require different outcomes. The subdivision pattern of 15-33 Queens Parade can allow for future redevelopment. <p><u>View lines</u></p> <ul style="list-style-type: none"> Given the wide streetscape of Queens Parade, vehicular traffic will have a clear and uninterrupted view of St Johns Church. There is limited views (of St Johns Church) for pedestrians immediately in front of the subject site, this will be the case in any future redevelopment. <p><u>Built form controls</u></p> <ul style="list-style-type: none"> Recommendations by submitters for alternative heights or setbacks have not been made with any design analysis or broader strategic context. Council has undertaken this analysis and the proposed DDO controls are appropriate design outcomes for the precinct. <p><u>Rear Setback (Amenity)</u></p> <ul style="list-style-type: none"> The proposed 45 degrees control will ensure that setbacks will reduce any concerns regarding height and bulk. Other issues regarding overlooking are best dealt with at a planning application stage. <p><u>Rezoning</u></p> <ul style="list-style-type: none"> Supports the rezoning of Commercial 2 Zoned land to Commercial 1 Zone.
399	Traders – Queens Parade	<p><u>Impact on Traders</u></p> <ul style="list-style-type: none"> Retailers have been a secondary consideration in the DDO and will potentially impact retail viability. Increased residents numbers will create greater opportunities for conflict between retailers and residents: i.e. exhaust fans, deliveries, collection of industrial waste. <p><u>Car Parking</u></p> <ul style="list-style-type: none"> Residential development would result in services being placed at the front of shops. This will impact shop front visibility. Development will place pressure on car parking within Queens Parade. Will the City of Yarra manage car parking by waiving the car parking requirement? This will need to be understood before Queens Parade retailers can comment on the controls. The DDO should not encourage low height car parking at the rear of properties.

Attachment 2 - Attachment 2 - Summary of individual submissions

Sub no	Interest	Summary of submission
		<p><u>Ground Floor Heights</u></p> <ul style="list-style-type: none"> • Ground floor areas should be high enough to maintain the variety of uses in the shopping strip. • A 4 metre floor to floor height should be adopted to ensure ground floor spaces remain adaptable in the long term. <p><u>Setbacks</u></p> <ul style="list-style-type: none"> • A setback of 6m are inadequate, this will have implications on the availability of retail space. • 10m setback would allow for the retention of the heritage building and retail/commercial space. It would allow the existing roof to be supported by the heritage walls. <p><u>Laneways</u></p> <ul style="list-style-type: none"> • There are concerns on how laneways will be impacted by future development. They are currently needed to provide deliveries of current shops. Further information needs to be provided for retailers to understand the impacts on their business.

Attachment 3 - Attachment 3 - Key and precinct wide issues raised in submissions

Attachment 3 – Precinct-wide issues raised in submissions Amendment C231 – Queens Parade

The following outlines the key precinct-wide issues outlined in submissions.

Precinct-wide issue	Main issues raised
Importance of the centre to the local community	<ul style="list-style-type: none"> A large number of submitters highlighted they had lived in the area for some years and felt a very strong connection to the Queens Parade shopping strip. Many submissions explained that the centre was important to them as a place for daily shopping, meeting friends and a place to take visitors. They appreciate and value the historic charm of the centre and Queens Parade boulevard. Its existing scale and character is part of that charm. Submissions also highlighted that Queens Parade performs an important social function. Some expressed concerns that as more people move in it will negatively affect community connection and the village feel.
Heritage - Importance of maintaining the heritage fabric	<ul style="list-style-type: none"> An overarching theme was the importance of maintaining the prominence of the existing heritage fabric and the need to ensure that new development does not overwhelm the existing buildings and heritage streetscapes. Many submissions noted the need to maintain the view of heritage parapets with clear sky behind them. A number highlighted the Statement of Significance for Queens Parade where the parapets are identified as an important element of buildings. Strong concerns were expressed about the potential impacts of development up to 6 storeys with a 6 metre setback proposed for the main shopping strip (Precinct 4). Many expressed the view that if a 6 storey development were permitted the heritage character and significance of Queens Parade would be lost forever. A small number of submissions questioned proposed changes to heritage gradings or identified additional buildings/places for inclusion in a Heritage Overlay. Other submissions were concerned that the proposed controls did not achieve the heritage objectives in the DDO or the Heritage Policy in the Yarra Planning Scheme (eg the DDO encourages demolition of heritage buildings). Other submissions commented that the whole of Queens Parade must be considered a heritage place – not just individual buildings. Many noted the same Heritage Overlay applies to shops and dwellings. Their view was Council applies stringent heritage controls in the residential areas. The amendment fails to apply the same high heritage standards should be applied to the shops in Queens Parade.

Attachment 3 - Attachment 3 - Key and precinct wide issues raised in submissions

Precinct-wide issue	Main issues raised
	<ul style="list-style-type: none"> A small number of submissions expressed concerns that heritage on Queens Parade was considered more important than adjoining residential amenity. Other issues raised included: <ul style="list-style-type: none"> A call for a peer review of the GJM Heritage Report Internal controls on some buildings Recognition of the importance of heritage features eg chimneys
Urban consolidation / accommodating growth	<ul style="list-style-type: none"> Some submissions acknowledged a need for a degree of change to accommodate Melbourne's growth. Some also noted that the centre is a neighbourhood activity centre and not a major activity centre. They questioned whether development elsewhere on Queens Parade - the Gasworks, 26-56 Queens Parade and in Precinct 5 (behind McDonalds) meant that Queens Parade was already accommodating growth. They argued that allowing tall development in the historic retail precinct for a relatively small gain in additional housing was unnecessary. There was some concern about the capacity of nearby open space, local roads, schools and public transport to cope with future development pressures.
Height of new development	<ul style="list-style-type: none"> There was a strong message that taller buildings are not supported in the centre. A number of submissions commented on the adverse impacts of recently constructed taller developments (eg Clifton Views, 217-241 Queens Parade in Precinct 5). The proposed maximum height of 6 storeys in Precinct 4 – the Activity Centre Precinct attracted the most submissions. Almost all submitters to the amendment did not support 6 storeys in this Precinct. Only one submitter explicitly supported the proposed height. Concerns were expressed about the 1:1 visibility test. Submitters said that it resulted in new development that dominated the street. [Noting the 1:1 ratio only applies to Precinct 5 in the DDO but informed building heights in other precincts such as Precinct 4.] A range of alternative heights for this precinct were suggested in submissions, including retaining the current two storey scale, three, four or five storeys. In Precinct 5, a range of other heights were proposed up to a maximum of 14 storeys. However strong concerns were expressed about the impacts of height on its prominent moderne heritage buildings eg Clifton Motors, former UK Hotel. In Precinct 2, a submitter said the height limit should be 8 storeys instead of 28 metres. The recent approval of a building of 34.8 metres demonstrates this height can be accommodated. In other precincts, some of the proposed heights were supported, however many lower heights were suggested.

Attachment 3 - Attachment 3 - Key and precinct wide issues raised in submissions

Precinct-wide issue	Main issues raised
Setbacks	<ul style="list-style-type: none"> The need for greater upper level setbacks was also raised as an important issue. Submitters identified the need to maintain the prominence of the existing buildings and reduce the visibility of new additions. They were concerned the 6 metre upper level setback would lead to facadism and not maintain enough heritage fabric. They were also concerned that the heritage would be overwhelmed by the new building behind. Alternative setbacks of 8, 10 and 12 metres were proposed. Setbacks on land in the Commercial 2 Zone (C2Z) were also raised. The amendment proposes Res Code B17 setbacks but a land owner argues that B17 setbacks are only suited in a residential context where Res Code applies (ie up to 4 storeys) and are totally inappropriate in a C2Z context as commercial floor heights are higher than residential floor heights.
Interface with residential development / amenity concerns	<ul style="list-style-type: none"> Strong concerns were expressed about the negative impact of taller development on the low scale and well-established residential areas and dwellings to the side/rear. Submitter concerns included: <ul style="list-style-type: none"> loss of privacy through overlooking overshadowing of private open space, living areas and solar panels impacts of building bulk wind tunnel effect in laneways. A number submitted that the proposed setbacks in the amendment were not adequate to protect the amenity of residents which abutted the commercial strip. They consider Res Code Standard B17 – side and rear setbacks offers a better alternative. One submitter commented on disparities in consultant reports where setbacks on lanes were measured from.
Impacts on the public realm	<ul style="list-style-type: none"> Submitters were also concerned about impacts on the public realm through loss of heritage, increased overshadowing, wind and building bulk of an inappropriate scale. Concerns about loss of views of the centre from residential properties, streets (eg McKean Street) or Rushall Station were also raised. The effects of recently constructed buildings in Precinct 5 on views was commented upon. One submitter supported the building separation controls as they will allow for greater visual variety in the streetscape. A number of submitters considered the amendment should consider building quality and materials. Comments were made about building finishes and materials particularly in Precinct 5.
Variations to heights and setbacks recommended by Council consultants / drafting of controls	<ul style="list-style-type: none"> A few submitters identified differences between the exhibited heights and strategic work for the centre produced over the past two years. These differences mainly related to Precinct 4 and included:

Attachment 3 - Attachment 3 - Key and precinct wide issues raised in submissions

Precinct-wide issue	Main issues raised
	<ul style="list-style-type: none"> Initial consultant work from February 2017 to support the interim controls for the western end of Queens Parade recommended 4 storeys (with an 8 metre upper level setback) for the rest of the centre. Updated consultant work from December 2017 for the entire centre (to support the permanent controls) recommended 5 storeys and a 6 metre upper level setback in the final draft. The exhibited amendment recommended 6 storeys and 6 metre upper level setback. <ul style="list-style-type: none"> Additionally some submitters noted that on 22 November 2016 Council resolved to request the Minister for Planning introduce interim controls to historic shopping streets which included a maximum height limit of 11.5 metres and a 10 metre upper level setback. Some submitters were concerned that the drafting of the permanent controls differed from the drafting of interim DDO16. They want to see the drafting identical to the interim controls as it has been tested at VCAT.
Mandatory versus discretionary controls	<ul style="list-style-type: none"> A large number of the submitters strongly supported mandatory controls – as they provided certainty to residents and developers, rather than discretionary controls which end up in endless debate at VCAT. A number commented that they wished to see more mandatory height, setback and other built form controls. Mandatory controls were supported across all precincts.
Laneways	<ul style="list-style-type: none"> A large number of submissions commented that development of a scale proposed by the amendment would overwhelm the lanes which are an important part of the heritage fabric of the area. (See also interface issues.) They considered that additional development would create a lot of extra traffic in narrow laneways which do not have the capacity to accommodate it. Residents want to retain lanes for pedestrians and active transport (walking and cycling). Four submissions commented that laneway widths did not meet emergency services access requirements (specifically MFB guidelines). One submission said that new developments in Queens Parade will introduce parking stackers requiring the widening of the laneways.
Parking / traffic (see laneways also)	<ul style="list-style-type: none"> Many submitters commented on the impacts of traffic that will be generated from the new development. Some commented that despite Council's encouragement of the use of active transport, people would still use cars. Diverse views were aired about on-site parking in new developments. Some commented that full parking provision in developments should be mandatory, while another submitted that no parking should be provided.

Attachment 3 - Attachment 3 - Key and precinct wide issues raised in submissions

Precinct-wide issue	Main issues raised
	<ul style="list-style-type: none"> Submitters commented that on-street parking was already difficult, particularly in adjoining side streets and on Queens Parade itself. Additional development would only worsen the problem. In the case of traders, reduced parking availability would probably drive customers away rather than attracting them. A number of submitters also commented on resident parking permits: <ul style="list-style-type: none"> There was concern that parking permits will become necessary for those that don't currently need them. Others were concerned that Council would change its current parking policies and issue residents of future developments with permits. Several submissions argued that the amendment and its background report should include consideration of broader transport issues: <ul style="list-style-type: none"> Capacity of public transport, noting current public transport services are close to maximum capacity Congestion and the capacity of roads Promotion of alternate modes such as improving bike infrastructure or share cars. Additionally one submitter commented that developments should be required to state their impact on public transport, parking and vehicle access to parking.
Net community benefit	<ul style="list-style-type: none"> A few submissions raised the issue of 'net community benefit'. Their view was that the amendment should benefit the whole community, rather than just developers. The protection of heritage to ensure the beauty of Queens Parade could be enjoyed by future generations should be a key community benefit.
Consultation (including community involvement in neighbourhood planning)	<ul style="list-style-type: none"> Some submissions questioned the process and expressed concern that the community had not been involved in preparing built form recommendations. Some requested a more collaborative planning process. A number specifically referred to <i>Plan Melbourne</i> (Policy 5.1.2) which highlights the need for local communities 'to lead the planning of' neighbourhood activity centres. A small number of submissions were critical of the exhibition process. Comments included that there was inadequate notification and insufficient time to consider the material and make a submission. The material presented was difficult to understand. There was also a feeling that a town hall style meeting was a better way of hearing from people, rather than the one on one information sessions with Council officers.
Zoning	<ul style="list-style-type: none"> Five submitters commented on the proposed rezoning of land on the corner of Smith Street and Queens Parade (from the Commercial 2 Zone

Attachment 3 - Attachment 3 - Key and precinct wide issues raised in submissions

Precinct-wide issue	Main issues raised
	<p>which prohibits residential development to the Commercial 1 Zone which allows for residential development):</p> <ul style="list-style-type: none"> – Two submissions objected to the proposed rezoning and expressed concerns about future development opportunities it would open up. – Another said that retaining C2Z land for industrial and commercial uses ‘maintain Yarra as a place where people can live, work and play in a 20 minute city’. – Two submitters supported the rezoning if it allowed additional housing, one of these submitters supported more housing on 15-33 Queens Parade. • Three submissions (including one from the property owner) requested a rezoning of 245 Gold Street from C1Z to GRZ or NRZ as recommended by the GJM Heritage report. [NB – This rezoning is not proposed as part of the amendment.]
Other issues raised	<ul style="list-style-type: none"> • Some submissions suggested the amendment should more strongly support environmentally sustainable development and Council’s Sustainability Guidelines. • One submitter expressed concern about increased storm water run-off generated by more development. • Others mentioned the need for social and affordable housing and housing diversity. The issue of social isolation created by high-rise developments was also raised. • One submission commented that the study area should be expanded to include land in Commercial 1 and Public Use Zones at Rushall Crescent, Brennan Street and McKean Street. • A small number of submissions suggested that future development could have a negative impact on the centre through disruption during building works, including adversely affecting local traders. • Additionally a handful of submitters commented the amendment would reduce land values.

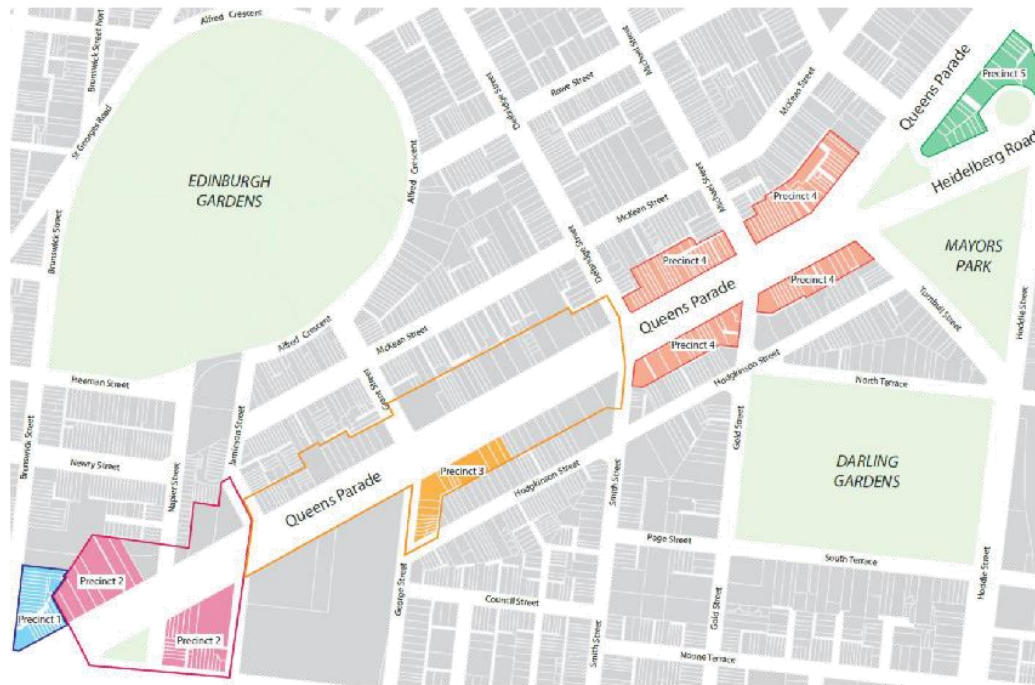
Attachment 4 - Attachment 4 - Precinct specific summary

Attachment 4 – Precinct-specific issues raised in submissions Amendment C231 – Queens Parade

This table summarises comments made in submissions which are specific to the five precincts in Queens Parade eg suggested changes to heights or zoning.

The numbers of submissions are approximate. In some cases, submitters did not refer to a specific precinct number/ name. Others simply referred to the shopping strip or buildings within a precinct. [*Approximately 8 submissions suggested heights that should apply to all precincts (ie Precincts 1-5) or all precincts excepting the shopping strip (ie Precincts 1, 2, 3 and 5). These submissions suggested heights ranging from 2, 3, 4, 6 and 7 storeys. These have not been included in the tables to reduce repetition.]

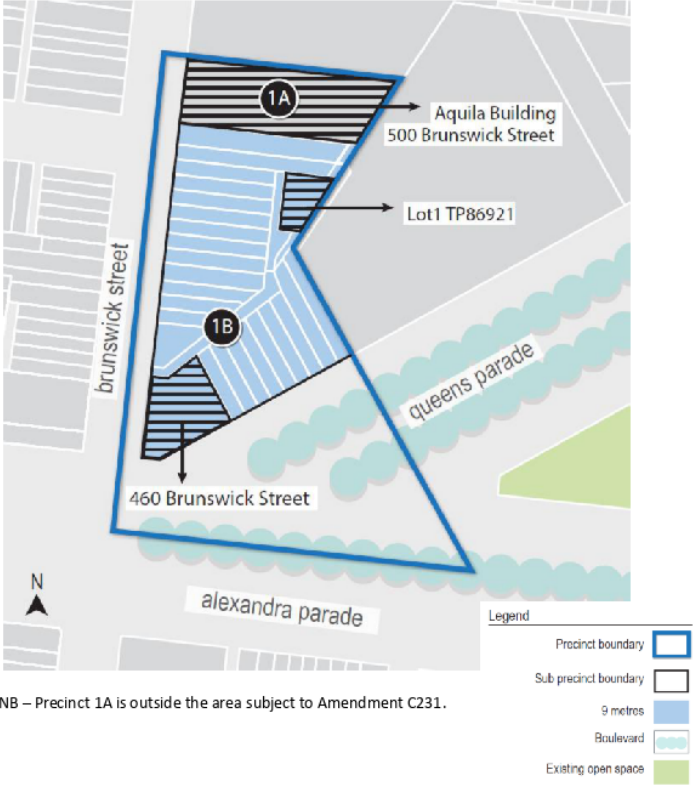
A large number of submissions commented on issues such as overlooking, overshadowing, rear interfaces, laneways and traffic and parking. These have been discussed in *Attachment 4 – Precinct-wide Issues*. These issues are only detailed in the table below where they mention a specific precinct / street.



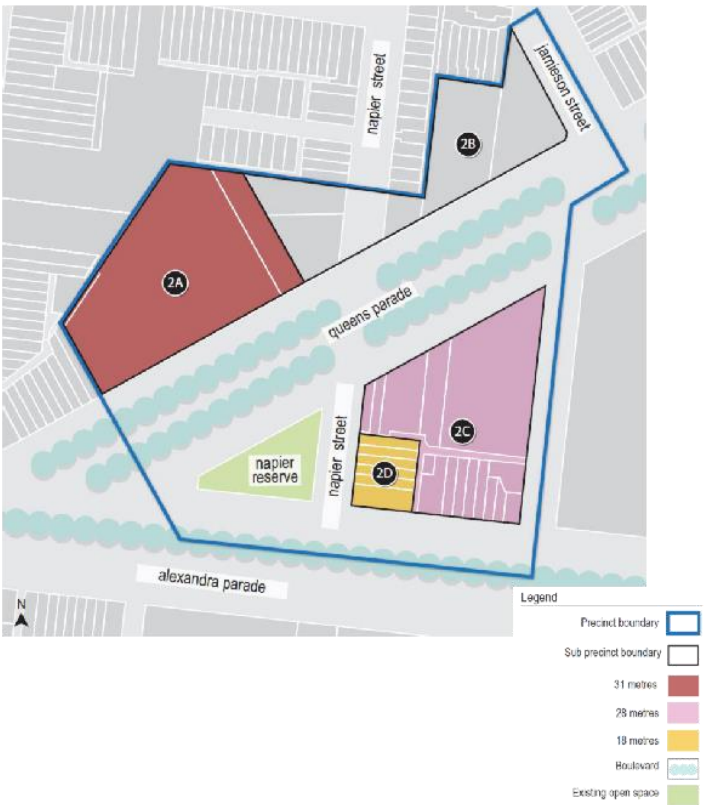
Queens Parade Precincts

- Precinct 1 - Brunswick Street Precinct
- Precinct 2 - Boulevard Precinct
- Precinct 3 - St Johns Precinct
- Precinct 4 - Activity Centre Precinct
- Precinct 5 - North Eastern Precinct

Attachment 4 - Attachment 4 - Precinct specific summary

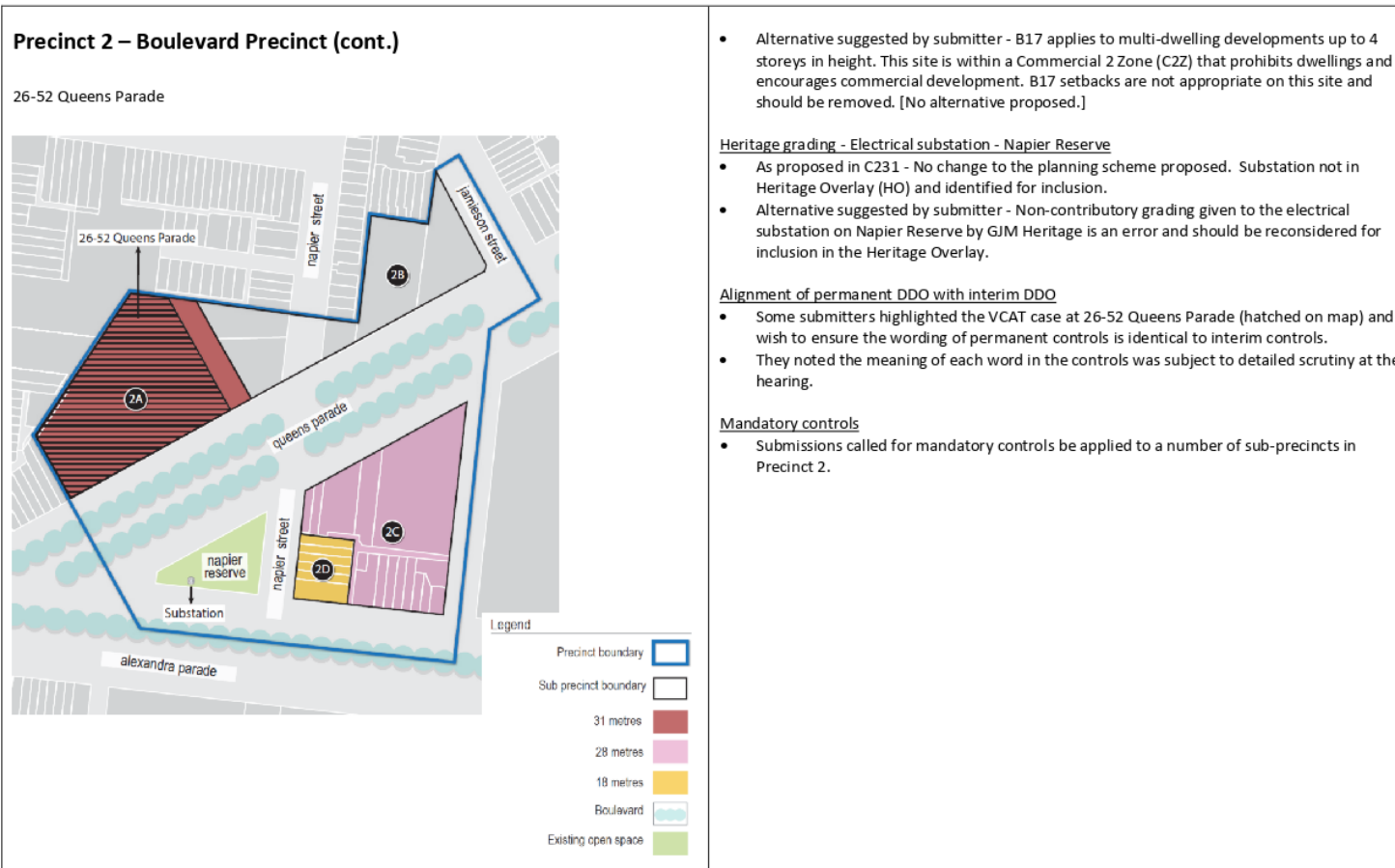
Proposed controls	Main issues raised
<p>Precinct 1 – Brunswick Street Precinct</p>  <p>NB – Precinct 1A is outside the area subject to Amendment C231.</p>	<p>Approximately 6 submitters raised issues specific to this precinct.</p> <p><u>Height</u> <u>Precinct 1B</u></p> <ul style="list-style-type: none"> Proposed height in C231 – 9m (mandatory) adjoining 460 Brunswick Street (corner Queens Parade) and on land known as Lot 1 on Title Plan TP806921. 9m (preferred) applies elsewhere in the precinct. Alternative suggested by submitters: <ul style="list-style-type: none"> No alternative height suggested. Submitters supported the proposed controls ie maximum mandatory 9m / 3 storey height but wanted a mandatory control across the precinct. See note on page 1 re multi-precinct submissions. <p><u>Overlooking</u> <u>Precinct 1A</u></p> <ul style="list-style-type: none"> Precinct 1A is not part of the amendment (outside the DDO). Two submitters commented that the Aquila Building at 500 Brunswick Street (an apartment building of six storeys to the immediate north of Precinct 1B) is a prime example of failed planning controls, particularly in terms of overlooking. <p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> Submitters supported mandatory height controls for Precinct 1.

Attachment 4 - Attachment 4 - Precinct specific summary

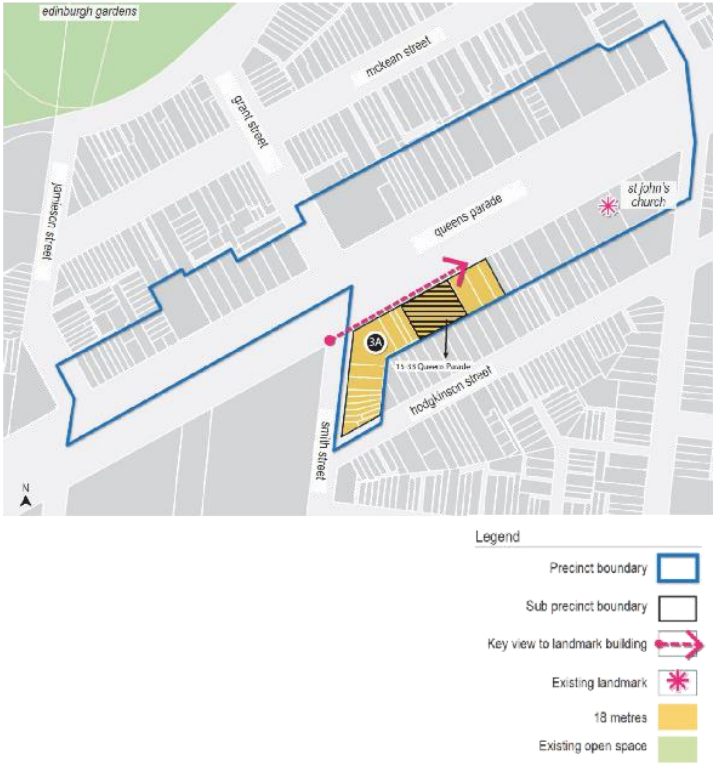
Proposed controls	Main issues raised
<p>Precinct 2 – Boulevard Precinct</p> 	<p>Approximately 15 submitters made specific comments in relation to Precinct 2. [Noting other submitters referenced 26-52 Queens Parade as an example of a development site.]</p> <p><u>Height</u></p> <p><u>Precinct 2A</u></p> <ul style="list-style-type: none"> Proposed height in C231 - 31m (mandatory) Alternative heights suggested by submitters: <ul style="list-style-type: none"> Up to 18 metres / 5 storeys 31m as recommended in the Hansen report but height limit to be mandatory. <p><u>Precinct 2B</u></p> <ul style="list-style-type: none"> Proposed height in C231 - Land largely in MUZ and outside the proposed DDO. No height control applies in MUZ or is proposed in the amendment. Alternative height: <ul style="list-style-type: none"> 3 storey (9m) as recommended in the Hansen report but height limit to be mandatory. <p><u>Precinct 2C</u></p> <ul style="list-style-type: none"> Proposed height in C231 - 28m (preferred) Alternative heights: <ul style="list-style-type: none"> Maximum building height should be 8 storeys (as the recent approval of 34.8 metres demonstrates). [No height in metres was suggested.] Hansen's recommended 28.5 metres is too low as this is a Commercial 2 Zone (C2Z) and commercial developments need higher floor to ceiling heights. Other submitters supported the 28.5m height proposed by Hansen but submitted the height limit should be mandatory. <p><u>Precinct 2D</u></p> <ul style="list-style-type: none"> Proposed height in C231 - 18m (preferred) Alternative height: <ul style="list-style-type: none"> Supported the 18m height recommended in the Hansen Report (and in the amendment) but the height should be mandatory. <p>See note on page 1 re multi-precinct submissions.</p> <p><u>Side and rear setbacks</u></p> <p><u>Precinct 2C</u></p> <ul style="list-style-type: none"> Proposed setback in C231 - Apply B17 side and rear setbacks from Res Code.

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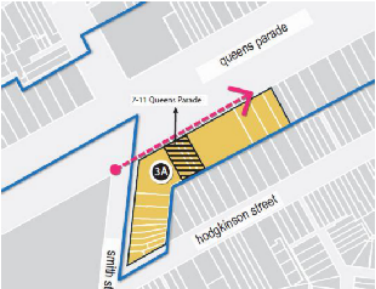

Attachment 4 - Attachment 4 - Precinct specific summary



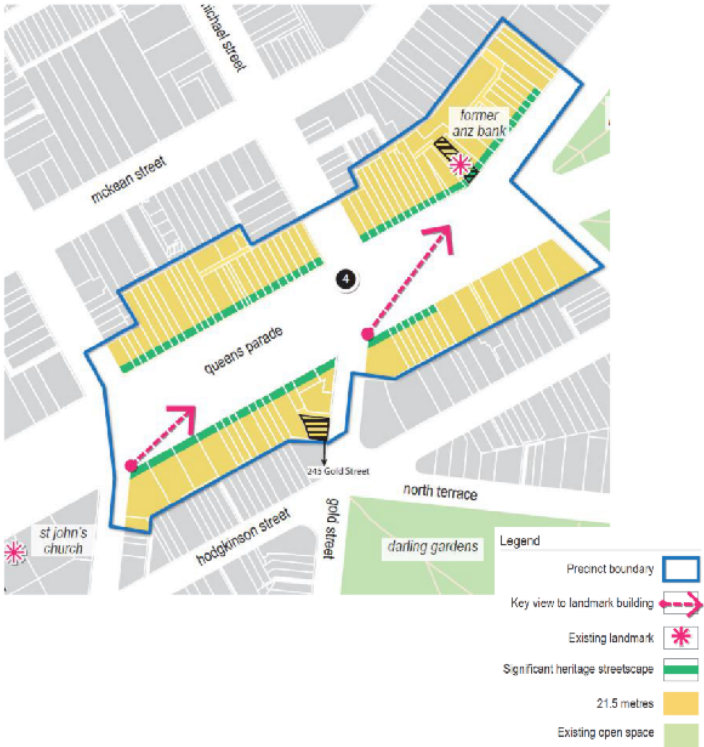
Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 3 – St Johns Precinct</p>  <p>Legend</p> <ul style="list-style-type: none"> Precinct boundary Sub precinct boundary Key view to landmark building Existing landmark 18 metres Existing open space 	<p>Approximately 14 submitters made specific comments in relation to Precinct 3.</p> <p><u>Height</u></p> <p><u>Precinct 3A</u></p> <ul style="list-style-type: none"> Proposed height in C231 - 18m (preferred) <ul style="list-style-type: none"> Submissions commented 18m is too high and means that new development will dominate existing buildings and will not respect “the architectural form and qualities of heritage buildings and streetscapes”. Concern also expressed about the potential loss of the appreciation of the clear view to St John’s Church belfry and spire if taller development were approved. Views of St John’s should not be obstructed. Does not respect the low scale, fine grain subdivision pattern of existing development along Hodgkinson Street. Alternative heights suggested by submitters: <ul style="list-style-type: none"> 3 storey maximum to protect the amenity of properties to the rear. A mandatory maximum of 4 storeys (12m). 14m is a more suitable height than the proposed 18m. <p>See note on page 1 re multi-precinct submissions.</p> <p><u>Precinct 3B (remainder of precinct outside DDO area)</u></p> <ul style="list-style-type: none"> Proposed height in C231 - No height proposed in C231. Land is in NRZ with a mandatory maximum height of 9m. Alternative height - Height limit to be mandatory. <p><u>Street wall height</u></p> <ul style="list-style-type: none"> Proposed height in C231 - 11m for 15-33 Queens Parade, 14m elsewhere in the precinct. Alternative suggested by submitters - 11m street wall height for the whole precinct was recommended by one submitter. <p><u>Residential interfaces</u></p> <ul style="list-style-type: none"> Proposed setback in C231 - 45° setback above 8m where there is a lane and above 5m where there is no lane. <ul style="list-style-type: none"> Large number of submitters raised concerns about overlooking, overshadowing, solar access and building bulk. (Traffic and access are discussed below.) Only a narrow lane separates some adjoining residents from proposed taller development, others adjoin the Commercial 1 Zoned land directly. Hodgkinson Street dwellings have small rear yards which would be impacted by the taller development. Development of 18m will allow developers to profit at the expense of residents. Prioritising heritage on Queens Parade pushes bulk to the rear of the site.

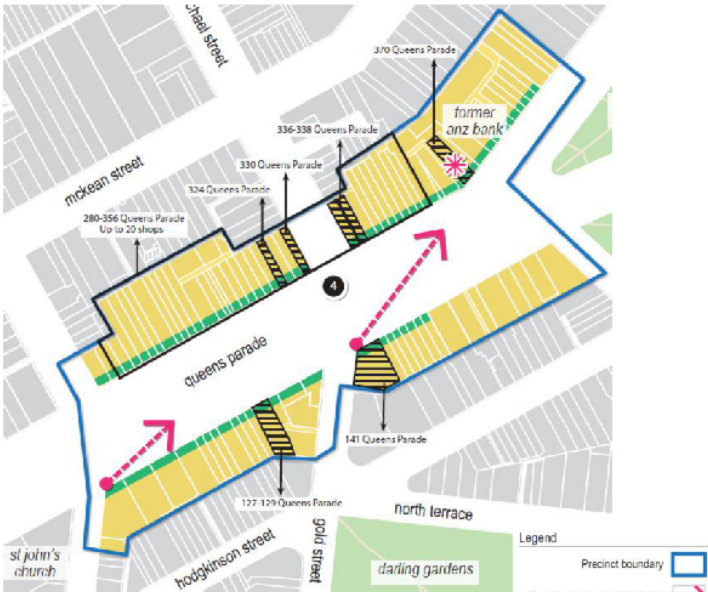
Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 3 – St Johns Precinct (cont.)</p> <p>7-11 Queens Parade</p>  <p>15-33 Queens Parade & 660-668 Smith Street and 1-41 Queens Parade</p>  <div data-bbox="857 911 1088 1145"> <p>Legend</p> <ul style="list-style-type: none"> Precinct boundary Sub precinct boundary Key view to landmark building Existing landmark 18 metres Existing open space </div>	<ul style="list-style-type: none"> Setbacks proposed by a amendment are inadequate to protect the amenity of adjoining residents in Hodgkinson Street. 45° setback can deliver reasonable solar access between September and March but not for the rest of the year. <ul style="list-style-type: none"> Alternatives suggested by submitters: <ul style="list-style-type: none"> New developments must respect the privacy of existing residents by not overlooking garden areas, nor should they overshadow solar panels. <p><u>Laneways</u></p> <ul style="list-style-type: none"> Submissions commented allowing development of 18m would overwhelm the lanes - an important part of the heritage fabric of the area. Additional development would create a lot of extra traffic in laneways which didn't have the capacity to absorb it and would create safety issues. Want lanes to be for pedestrians and bike riders. <p><u>Rezoning - Precinct 3A</u></p> <ul style="list-style-type: none"> Proposed in Amendment C231 - rezoning of land at 660-668 Smith Street and 1-41 Queens Parade from Commercial 2 Zone (C2Z) to Commercial 1 Zone (C1Z) Alternatives: <ul style="list-style-type: none"> Mentioned in five submissions. Two opposed it wished to see employment/opportunities for small business retained rather than providing incentives for residential development. The other three supported it if it provided additional housing. <p><u>Heritage gradings</u></p> <p><u>7-11 Queens Parade</u></p> <ul style="list-style-type: none"> Proposed in C231 - Change in grading of 7-11 Queens Parade from contributory to non-contributory Alternatives - <ul style="list-style-type: none"> One submission objected to the proposed particular for 9-11 Queens Parade. Even though 9-11 Queens Parade is surrounded by non-contributory buildings, they 'read as part of the heritage precinct'. First floor is largely intact. <p><u>15-33 Queens Parade</u></p> <ul style="list-style-type: none"> Proposed - No changes were proposed to the grading of 15-33 Queens Parade. Currently non-contributory. Alternatives – One submission considered that 15-33 Queens Parade should be re-graded as the building dates from 1870 not post war.


Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 4 – Activity Centre Precinct</p> 	<p>The overwhelming majority of submissions were focussed on Precinct 4. Noting a number of submissions did not specifically reference 'Precinct 4' but mentioned the shopping strip and/or a proposed height of 6 storeys.</p> <p><u>Height</u></p> <ul style="list-style-type: none"> Proposed height in C231 – 21.5m (mandatory) <ul style="list-style-type: none"> One submitter supported the 6 storey height. The rest expressed strong feelings about the proposed height – a large majority said 6 storeys was too high. Eg “beyond the pale and intolerable.” 6 storeys was an inappropriate scale of development in the shopping centre precinct. Impacts on the heritage significance of the Queens Parade streetscape and buildings as well as amenity impacts were raised (see comments below under Heritage). Alternatives suggested by submitters: <ul style="list-style-type: none"> Majority view was that 4 storeys was appropriate. However a significant minority suggested a 3 storey maximum. Other submissions wished to limit the height so that nothing could be visible above the parapet from the other side of the road. A small number of submissions reminded Council of its resolution of 22 November 2016 which called on the Minister for Planning to introduce interim controls to historic shopping streets with a maximum height of 11.5m. Specific concerns were also raised about the 1:1 visibility ratio (overall height to street wall height). Submitted a 1:1 ratio would allow an 18 metre height, yet the DDO specifies 21 metres (a ratio of 1.2:1). A couple of submissions expressed concern about the visibility of services and lift overruns from surrounding streets A significant number of submissions expressed disappointment about changes in proposed heights over time, particularly: <ul style="list-style-type: none"> The fact that consultants (Hansen) had initially recommended a 4 storey height in February 2017 (to support the interim controls introduced by Amendment C229) Hansen proposed 5 storeys in December 2017 in its Built Form Framework which informs Amendment 231 Council chose to exhibit the amendment with a height of six storeys. <p style="text-align: right;">Continued over page</p>

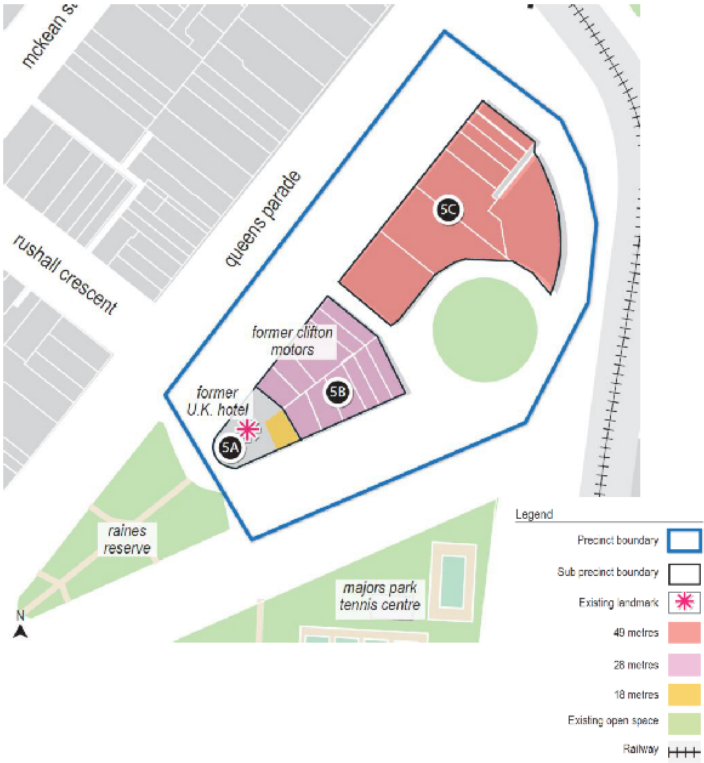
Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 4 – Activity Centre Precinct (cont.)</p> <p>127-129, 141, 280-356 (up to 20 shops), 324, 330, 336-338, 370 & 390 Queens Parade</p>  <p>Legend</p> <ul style="list-style-type: none"> Precinct boundary Key view to landmark building Existing landmark Significant heritage streetscape 21.5 metres Existing open space 	<p>Mandatory controls</p> <ul style="list-style-type: none"> The majority of submissions urged Council to introduce mandatory controls. Most sought mandatory building heights. Others sought minimum mandatory setbacks. Those in favour of mandatory controls felt that preferred height limits “are the source of much dispute and expensive litigation” and should be replaced by a mandatory limit. <p>Upper level setbacks</p> <ul style="list-style-type: none"> Proposed - 6m setback <ul style="list-style-type: none"> Submissions referred to inadequate setbacks and feared facadism would result. Alternatives: <ul style="list-style-type: none"> Fewer submissions suggested an alternative setback compared to those who had a view on height. Alternatives included: <ul style="list-style-type: none"> 8 metres (as recommended by Hansen in February 2017) 10 metres (Some that suggested 10m reminded Council of its resolution of 22 November 2016 – see height above) 12 metres. <p>Heritage</p> <ul style="list-style-type: none"> Heritage was intrinsic and important to the character of the area. Submitters wanted to preserve the centre for future generations. A large majority of submissions mentioned how they valued the shopping centre and feared that tall development would diminish the heritage and obscure the vista of heritage parapets with clear sky behind. The issue of height was strongly tied to the loss of heritage values. Setbacks were often raised in the context of heritage as well. Maintaining view lines to the former ANZ Bank building was seen as an important part of the controls. <p>Heritage grading - 127-129, 141, 280-356, 324, 330, 336-338, 370 & 390 Queens Parade</p> <ul style="list-style-type: none"> Proposed - No changes were proposed to the gradings of the above properties excepting 304, 312 & 316 Queens Parade. Alternatives: <ul style="list-style-type: none"> Approximately six submissions requested changes to the heritage grading for 127-129, 141, 280-356 (up to 20 shops), 324, 330, 336-338, 370 and 390 Queens Parade. Submitters were concerned that the existing grading was insufficient to provide the level of heritage protection the buildings warranted. They requested Council review the grading of the properties and include them as individually significant properties within the Heritage Overlay.


Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 4 – Activity Centre Precinct (cont.)</p> <p>245 Gold Street</p> 	<p><u>Impact on local traders</u></p> <ul style="list-style-type: none"> Approximately eight submissions raised this as an issue. Their view was that redevelopment along Queens Parade will have a negative impact on local traders “whose businesses will close when developers do their work.” One submission was concerned about disruption during construction and customers not returning. Other concerns included that small businesses will be displaced by new development and replaced with chain stores and that new residents are transient and could undermine the viability of businesses. <p><u>Zoning – 245 Gold Street</u></p> <ul style="list-style-type: none"> Proposed – No change of zoning. Current zoning is the Commercial 1 Zone. Alternative - Three submissions (including one from the property owner) requested a rezoning of 245 Gold Street from C1Z to GRZ or NRZ as recommended in the GJM Heritage report. <p><u>Residential interfaces</u></p> <ul style="list-style-type: none"> Proposed – 45° setback above 8m where there is a lane and above 5m where there is no lane. <ul style="list-style-type: none"> Residents in McKean and Hodgkinson Streets to the rear of Precinct 4 expressed concern about the impacts of height and bulk on their backyards and living areas. They expressed concern at the corresponding loss of amenity and privacy associated with tall buildings at the rear. They were concerned about overshadowing and approximately 12 submissions expressed concerns at losing sunlight to solar panels. Alternatives: <ul style="list-style-type: none"> 10 submissions requested a B17 setback replace the proposed 5/8 metre/45° setback. <p><u>Laneways</u></p> <ul style="list-style-type: none"> See comments on laneways from Precinct 3. Same issues expressed about impacts of future development on laneways in Precinct 4. <p><u>Traffic/parking</u></p> <ul style="list-style-type: none"> Concern that future development will make traffic and parking worse than it already is.

Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 5 – North Eastern Precinct</p>  <p>The map shows Precinct 5 bounded by a blue line. Streets include mckean st, queens parade, and rushall crescent. Landmarks include the former U.K. hotel, former clifton motors, raines reserve, and majors park tennis centre. Proposed height zones are color-coded: 40 metres (red), 28 metres (pink), and 18 metres (yellow). A legend defines symbols for precinct boundaries, sub-precinct boundaries, existing landmarks, height zones, existing open space, and railway.</p>	<p>Approximately 14 submitters made specific comments in relation to Precinct 5. [Noting 14 other submitters referenced Clifton Views and other developments in this precinct as examples of the impacts of taller buildings.]</p> <p><u>Height</u> <u>All Precincts</u></p> <ul style="list-style-type: none"> Heights in this precinct attracted more commentary than Precincts 1, 2 and 3 (but considerably less than Precinct 4). Submitters expressed concerns about the scale and “ugliness” of the tall buildings in this precinct and were concerned that these “bad planning outcomes” would set a precedent. More development like this would overwhelm the VHR listed Clifton Motors Garage and the United Kingdom Hotel. <p><u>Precinct 5A</u></p> <ul style="list-style-type: none"> Proposed height in C231 – 18m (preferred) Alternative suggested by submitters - No higher than 11 metres (3 storeys). Height should be mandatory. <p><u>Precinct 5B</u></p> <ul style="list-style-type: none"> Proposed height in C231- 1:1 heritage street wall to new built form at Clifton Motors and 203 Queens Parade, 28m elsewhere (preferred) Alternatives - 11 metres on Queens Parade and 18 metres on Dummett Crescent. Height should be mandatory. <p><u>Precinct 5C</u></p> <ul style="list-style-type: none"> Proposed height in C231- 49m (preferred) <ul style="list-style-type: none"> Current building of 10 storeys, and 12 storeys building under construction already loom over Queens Parade and surrounding streets. Alternatives: <ul style="list-style-type: none"> 8-10 storeys with significant setbacks to protect the precinct from greedy developers. Maximum height should be 10 storeys. The highest built form should be mid-block (current built form to be the maximum height). Heights should be similar or reduce at the north and south ends of this block. 43m or 14 storeys (mandatory) should be required. 43 metres still represents the highest building height in Queens Parade. 43m is extremely generous. Ensure that higher built form is not permitted on the corner of Hoddle Street and Queens Parade. <p>See note on page 1 re multi-precinct submissions.</p>

Attachment 4 - Attachment 4 - Precinct specific summary

Proposed controls	Main issues raised
<p>Precinct 5 – North Eastern Precinct (cont.)</p> <p>434-438 Queens Parade and Mayors Park</p>  <p>The map shows the layout of Precinct 5, North Eastern Precinct. It is bounded by McKean St to the north, Rushall Crescent to the west, and Hoddle Street to the east. The precinct includes Queens Parade, Mayors Park, and the raines reserve. Key landmarks include the former U.K. Hotel (marked with a star), the former Clifton Motors, and the raines reserve. The map also shows the boundaries of the precinct and sub-precincts, as well as setbacks of 40m, 28m, and 18m. A legend in the bottom right corner explains the symbols used on the map.</p>	<p><u>Mandatory controls</u></p> <ul style="list-style-type: none"> A number of submissions called for mandatory controls in Precinct 5. Most sought mandatory building heights. Others sought minimum mandatory setbacks. <p><u>Street wall height</u></p> <p><u>Precinct 5C</u></p> <ul style="list-style-type: none"> Proposed street wall in C231- 35m street wall height (preferred) <ul style="list-style-type: none"> 35m is too high Alternative - 18m is more appropriate. <p><u>Upper level setbacks</u></p> <p><u>Precinct 5B</u></p> <ul style="list-style-type: none"> Proposed setback in C231- 6m at Clifton Motors (mandatory), 6m elsewhere (preferred) Alternative – Make the upper level setbacks mandatory. <p><u>Heritage</u></p> <ul style="list-style-type: none"> The Clifton Motor Garage and former U.K. Hotel are on the Victoria Heritage Register. DDO16 should protect this heritage in the same way as it aims to protect Victorian buildings in the other Queens Parade precincts. Tall development will overwhelm these buildings. <p><u>Heritage gradings – 434-438 Queens Parade and Mayors Park</u></p> <ul style="list-style-type: none"> Proposed – Mayors Park is not within a Heritage Overlay and has no grading. 434-438 Queens Parade is within HO330 and graded 'individually significant.' Both sites are outside the boundary of the amendment area. Alternative - One submission said Council should review the grading of 434-438 Queens Parade and grading of Mayors Park. <p><u>Other</u></p> <ul style="list-style-type: none"> Three submitters said Council should ban neon signs in this precinct.

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xx/xx/xxxx Proposed C231	<p>SCHEDULE 16 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY</p> <p>Shown on the planning scheme map as DDO16.</p> <p>QUEENS PARADE</p> <p>1.0 General Design objectives</p> <ul style="list-style-type: none"> ■ To recognise and respond to the distinct character, heritage streetscape and varying development opportunities defined by the five precincts along Queens Parade. ■ To support: <ul style="list-style-type: none"> - the existing low-rise character in precincts 1, 4 and part of 5 abutting the former UK Hotel - a new mid rise character behind a consistent street wall in precincts 2-5, 3 and part of 5 abutting the former Clifton Motors - higher rise development in precinct 5, west of Dummett Crescent while ensuring development responds appropriately to heritage character, heritage streetscapes, sensitive interfaces and varying development opportunities. ■ To protect the integrity of historical streetscapes and clusters of heritage buildings of a similar scale and materiality by limiting new development. ■ To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors garage. ■ To ensure new development responds to the grand, tree-lined boulevard character of Queens Parade respects the wide, open boulevard character of Queens Parade where historic trees remain the dominant visual feature. ■ To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing. <p>2.0 Buildings and works</p> <p>A permit is required to construct a building or construct or carry out works.</p> <p>2.1 Definitions</p> <p><u>1:1 ratio heritage street wall to new built form</u> is where the height of the heritage street wall equals the height of the new development above street wall when viewed from the opposite side of the street from the centre of the footpath at a height of 1.6 metres above ground level</p> <p><u>Heritage building</u> means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant.</p> <p><u>Laneway</u> means a road reserve of a public highway 9 metres or less wide.</p> <p><u>Street wall</u> is means the façade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building. Street wall height is measured at the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge, with the exception of architectural features and building services.</p> <p><u>Building height</u> is means the vertical distance from natural ground level to the roof or parapet at any point.</p>

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~~Building height does not include non-structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:~~

- ~~▪ The total roof area occupied by the service equipment (other than solar panels) is minimised;~~
- ~~▪ The service equipment is located in a position on the roof so as to minimise its visibility;~~
- ~~▪ The non-structural elements and service equipment do not cause additional overshadowing of neighbouring properties and public spaces;~~
- ~~▪ The non-structural elements and service equipment do not extend higher than 3.6 metres above the maximum building height; and~~
- ~~▪ The non-structural elements and service equipment are integrated into the design of the building to the satisfaction of the responsible authority.~~

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

~~Setback is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the boundary.~~

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

2.2 General design requirements

The following requirements apply to an application to construct a building or carry out works and must be read in conjunction with the relevant precinct design requirements.

- A permit ~~cannot~~ must not be granted ~~or amended (unless the amendment would not increase the extent of non-compliance)~~ to construct a building or ~~construct or~~ carry out works which ~~exceed the mandatory maximum building height, mandatory maximum street wall height, mandatory maximum street wall setback or are less than the mandatory minimum upper level setbacks, mandatory minimum side setbacks or mandatory minimum rear setbacks are not in accordance with the mandatory requirements specified in the relevant Precinct Tables. A permit cannot be granted to vary this requirement.~~
- A permit ~~cannot~~ must not be granted ~~or amended (unless the amendment would not increase the extent of non-compliance)~~ to construct a building or carry out works which exceeds the preferred building height and setbacks ~~shown~~ specified in the relevant Precinct Tables unless 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 general design objectives in Clause 1.0; and
 - The built form outcome as a result of the proposed variation satisfies the other relevant requirements specified in this schedule.

Architectural features may exceed the preferred or mandatory height.

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

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

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

2.3 Street wall requirements

~~Development must create a consistent street wall height along the streetscapes.~~

- ~~The street wall height must match the parapet height of a neighbouring heritage building, where present, for a minimum length of 6 metres from the heritage building.~~

2.4 Upper levels requirements

▪ Development must:

- provide setbacks which ensure that upper level additions seen from the public realm ~~are high quality and~~ do not diminish the appreciation of the heritage building and streetscape.
- ~~avoid repetitive stepped built form at upper levels of development.~~
- ~~ensure that upper level development is visually recessive.~~
- ~~Development must use materials at upper levels that are recessive in finish and colour.~~
- ~~Development must be designed so that side walls are articulated and read as part of the overall building design.~~
- ~~Development must avoid continuous built form at upper levels.~~

2.5 Corner site requirements

- ~~New development on a corner site with a frontage to Queens Parade must continue the street wall height established at the Queens Parade frontage along the side street, with a transition in height to match the rear interface where required. This requirement does not apply to a lane.~~

2.6 Ground floor design requirements

- Facades at ground level must be designed with floor to floor ceiling heights suitable to accommodate commercial activity in the Commercial 1 Zone and the ~~Mixed-Use Commercial 2~~ Zone.

2.7 Vehicular access, car parking, and loading areas requirements

- ~~New vehicle crossovers onto Queens Parade must be avoided. Future vehicle access and services must be provided from a rear laneway or side street where possible~~
- ~~Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.~~
- ~~Development on a laneway must include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access.~~

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- Unless specified in another table in this schedule, any part of a building adjacent to land in a residential zone must comply with the following:

Table to Clause 2.2 boundary wall height and setback requirements for development adjoining a residential zone

	boundary wall height	setback
Common boundary	5 metres	45 degrees above boundary wall height
Laneway interface	8 metres	45 degrees above boundary wall height

2.38

Heritage design requirements

The following design requirements apply to development on land affected by a Heritage Overlay or immediately adjacent to a heritage building.

The following requirements apply to an application to construct a building or carry out works and must be read in conjunction with the relevant precinct design requirements:

Element	Design Requirement
Building facades and street frontages	<p>Infill buildings and development adjoining a heritage building Façade treatments and the articulation of infill buildings on land affected by a heritage overlay or immediately adjoining a heritage building must:</p> <ul style="list-style-type: none"> • Be ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth century buildings • respect the vertical proportions of the nineteenth and twentieth century facades in the heritage streetscape and/or the adjoining heritage building(s) • avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts • avoid large expanses of unarticulated curtain glazing, highly reflective glass and glazing with a horizontal emphasis, except for ground floor shopfronts, avoid the use of unarticulated curtain glazing and highly reflective glass • reflect the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building(s) <p>Adaption and reuse of contributory or individually significant buildings must:</p> <ul style="list-style-type: none"> • maintain existing openings and avoid highly reflective glazing in historic openings • encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings • maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings
Upper levels behind heritage street wall	Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:

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Element	Design Requirement
	<ul style="list-style-type: none"> be visually recessive and not visually dominate the heritage building and the heritage streetscape retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism' utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape be articulated to reflect the <u>rhythm of the wider streetscape, fine grained character and subdivision pattern of the streetscape, especially on larger sites.</u>
<u>Upper level setbacks</u>	<p><u>Upper level setbacks in excess of a minimum mandatory upper level setback must be provided where:</u></p> <ul style="list-style-type: none"> <u>It would facilitate the retention of the roof form of the principal building facing Queens Parade</u> <u>A building has a prominent roof form clearly visible from the public realm</u> <u>The relevant Statement of Significance identifies the principal roof or elements to the rear of the building as significant elements of the building to be retained</u> <u>It would maintain the perception of the three-dimensional form and depth of the building.</u> <u>a smaller setback would detract from the character of the streetscape when viewed directly or obliquely along Queens Parade.</u>

2.49**Precinct design requirements**

The following precinct specific design requirements apply in addition to the general design requirements outlined in Clause ~~2.2-2.8~~.

2.49.1**Precinct 1 – Brunswick Street**

Shown on the planning scheme map as DDO16-1

Preferred character statement

Buildings and works must help deliver the following preferred precinct character:

- Properties fronting Brunswick Street and turning the corner to Queens Parade will continue to be defined by fine grained low scaled heritage buildings.
- The precinct will provide the opportunity for moderate low rise future infill behind the main heritage frontage, supported by rear laneway access.
- The visual prominence of the individually significant heritage building on the corner of Brunswick Street and Queens Parade that forms the southern gateway to Queens Parade and to Fitzroy North more broadly, will be retained.

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Design requirements

The design requirements for Precinct 1 are as follows:

- Development must
 - [ensure low rise additions behind the front sections of the terraced houses of Brunswick Street and Queens Parade respects the prevailing streetscape character and subdivision grain.](#)
 - [retain and conserve the heritage values of this low scale Victorian residential area.](#)
 - [ensure upper level elevations that are exposed to the public domain are high quality, visually recessive and do not diminish the appreciation of the heritage building at 460 Brunswick Street.](#)
 - [limits amenity impacts of building bulk, overlooking and overshadowing of existing residential properties.](#)
 - [provide for vehicular access and servicing off the laneway.](#)



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Map 1 - Precinct 1



Table 1B – Front Street wall height, building height and setbacks for Precinct 1B

Built Form	Mandatory Control Requirement	Preferred Control Requirement
Development at and adjoining 460 Brunswick Street		
Maximum Building height	Maximum 460 Brunswick Street and Lot 1 on Title Plan TP806921 - 9 metres	Elsewhere – 9 metres
Maximum Street wall height and front setback	460 Brunswick Street - Match the parapet height of the existing heritage building 460 Brunswick Street Elsewhere - Retain existing street wall	Built to boundary at ground level Match the parapet or eaves height of taller adjacent heritage building
Maximum Street setback	460 Brunswick Street – Match the setback of the existing heritage building	Built to boundary at ground level
Minimum Upper level setback	460 Brunswick Street - Minimum 56 metres	Elsewhere – 6 metres

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Built Form	Mandatory ControlRequirement	Preferred ControlRequirement
Minimum Setbacks from side and rear boundary	None specified	Res Code Standard B17
Development on Brunswick Street, Queens Parade and land fronting the laneway known as Lot 1 on Title Plan TP806921 (apart from land at and adjoining 460 Brunswick Street)		
Building height	Maximum 9 metres on Lot 1 on Title Plan TP806921	Maximum 9 metres elsewhere None specified
Street wall or facade height and setback	Retain existing	Match the parapet or eaves height of taller adjacent heritage building
Setbacks from side and rear boundary and a laneway	None specified	Res Code B17
Upper level setback	None specified	Minimum 6 metres from the facade

2.49.1

Precinct 2 – Boulevard Precinct

Shown on the planning scheme map as DDO16-2

[Preferred character statement](#)

- [Buildings and works in Precinct 2 must help deliver the following preferred precinct character:](#)
 - [Precinct 2 will become a preferred location for housing and employment growth within the activity centre.](#)
 - [The precinct will support well designed mid-rise development, which complements the boulevard and matches the scale of development on the Gasworks site and bookends higher rise development in Precinct 5.](#)
 - [Development will be designed to ensure the visual dominance of the double avenue of trees along the south western part of Queens Parade over built form is retained.](#)
 - [Precinct 2A will accommodate mid rise infill behind a distinct moderne heritage frontage, addressing the boulevard and its sensitive heritage context and providing a transition down to the established surrounding residential neighbourhood.](#)
 - [Precincts 2B and 2C will become vibrant and attractive business areas with a mixture of innovative new architecture and clusters of heritage buildings attracting a wide range of commercial development and employment.](#)

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Design requirements

The design requirements for Precinct 2 are as follows:

- Development must:
 - not diminish or detract from the heritage values of the boulevard streetscape, the heritage street wall and the heritage trees along Queens Parade.
 - deliver an appropriate interface arrangement to neighbouring properties and minimise visual bulk and mass when viewed from the adjoining properties.
 - avoid a repetitive stepped form within the 45 degree angle profile.
 - ensure adequate solar access is provided to the Queens Parade [boulevard](#) and Napier Street Reserve at the equinox from 9am-3pm.
 - [provide building separation along side and rear boundaries to reduce visual bulk and protect amenity of occupants and neighbours.](#)
- Development in Precinct 2A must also:
 - ensure projections above the street wall are not dominant in the skyline when viewed from the north side of Newry Street and of Coleman Street and the WT Peterson Oval, the Fitzroy Grandstand and other locations in the southern part of Edinburgh Gardens.
 - maintain the prominence and significance of the art deco facade.
 - recognise the low scale, buildings and fine grain subdivision pattern of existing development to the north and west.
 - encourage pedestrian permeability within and through the precinct.
- Development in Precincts [2B and 2C](#) ~~and 2D~~ must also:
 - [ensure a gradual transition in development scale from east of George Street \(Former Gasworks Site\) to south west \(heritage properties along Napier Street\).](#)
 - maintain the prominence of heritage buildings along Napier Street when viewed from Napier Reserve.
 - be appropriately set back at upper levels from the heritage buildings along Napier Street.
 - provide an appropriate transition in scale from the heritage buildings along Napier Street and Alexandra Parade.
 - [provide vehicular access from laneways.](#)
 - [provide building separation to enhance amenity between commercial buildings and reduce building bulk and provide a transition to existing heritage buildings by utilising existing laneways and building setbacks.](#)
 - [create a new commercial frontage to George Street to form an active edge complementary to the proposed Gasworks redevelopment.](#)

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Map 2 - Precinct 2



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Table 2 – Street wall height, building height and setbacks for Precincts 2A, 2C 2B and 2D2C

Built form	Mandatory requirement	Preferred requirement
Precinct 2A		
Built Form	Mandatory requirement	Preferred requirement
Maximum Building height	Maximum of 31 metres	None specified
Maximum Front street wall height	Retain height of existing heritage façade: Maximum of 10 metres where no heritage façade exists:	Street wall of development adjoining the individually significant building must not exceed the parapet height of the taller adjoining heritage building
Minimum & maximum Front setback to Queens Parade	None specified	0 metres to maximum 10 metres
Minimum Upper level setback from front of building	None specified	Above existing heritage façade: <ul style="list-style-type: none"> Minimum 8 metre setback from 10 metres to 16 metres Minimum 10 metre setback from 16 metres Above new street wall (where no existing heritage façade): <ul style="list-style-type: none"> Minimum of 5 metre setback from 10 metres to 16 metres Minimum of 8 metres setback from 16 metres
Minimum Setback(s) from rear boundaries - north and west adjacent to NRZ and GRZ	None specified	ResCode Standard B 17 from rear boundary of adjoining properties to 10 metres Setback within 45 degree angle measured from 10-25 metres
Minimum Setbacks from side boundary - east adjacent to NRZ	None specified	0 metre setback to match party wall of existing adjoining development to 10 metres Setback within 45 degree angle measured from 10-25 metres
Minimum Setbacks from side boundary - east adjacent to MUZ	None specified	0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. Minimum of 9 metre setback from the windows/ balconies of adjoining apartments up to 16 metres Minimum of 15 metre setback above 16 metres
Setbacks from side and rear boundaries west and north-west adjacent to MUZ	None specified	0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists.

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Built form	Mandatory requirement	Preferred requirement
		Setback within 45 degree angle measured from 10-25 metres
Precinct 2D 2B		
Built Form	Mandatory requirement	Preferred requirement
Maximum building height	None specified	18 metres
Maximum front street wall height	Napier Street - Retain existing parapet height	None specified
Minimum upper level setback	Minimum 6 metres from facade	None specified
Minimum rear setback	None specified	4.5m from centreline of laneway for height of the entire building
Precinct 2C		
Built Form	Mandatory requirement	Preferred requirement
Maximum building height	None specified	Maximum of 28 metres
Maximum front street wall height	Napier Street – 10 metres	Maximum Queens Parade, George Street and Alexandra Parade - 18 metres Development on Napier Street - should not exceed the parapet height of the adjoining heritage buildings.
Minimum upper level setback	Napier Street – 6 metres	Elsewhere - 5-6 metres minimum
Setback(s) from boundary of 472 to 484 Napier Street	None specified	Setback within a 45 degree angle line measured from 12 metres
Minimum side and rear setbacks	None specified	Rear setback: 4.5m from centreline of laneway for height of the entire building Side setbacks: For upper levels, where a habitable room window is proposed: • 4.5 metres from the common boundary or from the centre line of the laneway. For upper levels, where a non-habitable room window or commercial window is proposed: — 3 metres from the common boundary or the centre line of the laneway (on a where the

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Built form	Mandatory requirement	Preferred requirement
		laneway is less than 6 metres wide) ResCode B47

2.49.3.2 Precinct 3 – St John's Precinct

Shown on the planning scheme map as DDO16-3

Preferred character statement

Buildings and works in Precinct 3 must help deliver the following preferred precinct character:

- Precinct 3 will become an attractive mixed use area with active frontages to the street, well designed new buildings mixed with residential and commercial heritage fabric.
- Development along Queens Parade will create a consistent street wall with recessed upper levels.
- Development will retain the primacy of the St John's Church landmark and view to its belfry and spire.
- The precinct will provide for new development at and around the Smith Street junction.
- The prominent corner of Queens Parade and Smith Street will be marked by a higher street wall with development set back at the upper level.
- Development will retain the intact streetscape on Smith Street through existing buildings and existing street wall with new development set back from the façade and designed to not dominate the Victorian era buildings.
- Development will provide an effective transition to the residential areas to the south and east.

Design requirements

The design requirements for Precinct 3A are as follows:

Development must:

- deliver high quality architectural detailing that respects the heritage qualities of Queens Parade and Smith Street.
 - maintain the prominence of the heritage street wall in the streetscape.
 - recognise the fine grain character of heritage streetscapes and minimise the dominance of wide building frontages.
 - achieve a consistent street wall height along Queens Parade, extending along Smith Street.
 - ensure that upper level development is visually recessive.
 - use materials at upper levels that are recessive in finish and colour.
 - be designed so that side walls are articulated and read as part of the overall building design.
 - avoid continuous built form at upper levels.
 - respond to the low scale form of existing development outside Precinct 3 on Hodgkinson Street through an appropriate transition in building height.
 - ensure that where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with 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 9 am and 3 pm on 22 September.
- If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME

[Track change version of Design and Development Overlay Schedule 16 – 20 May 2019](#)

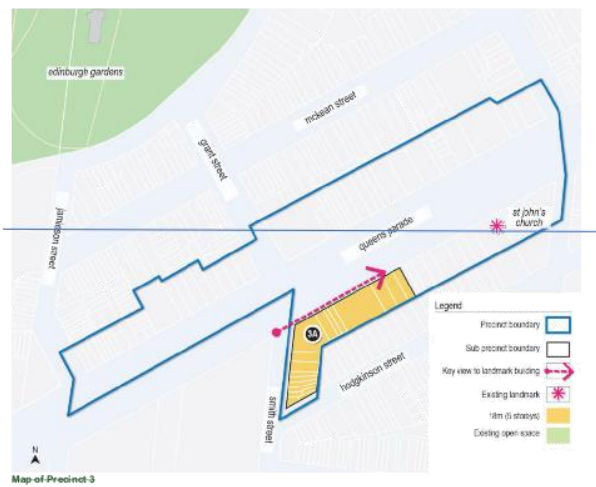
Development in Precinct 3A must also:

- maintain views of the belfry and spire of St John's church and maintain clear sky between the belfry and spire and new development when viewed from the pedestrian refuge on the south-west corner of the intersection with Queens Parade and Smith Street. A permit cannot be granted to vary this requirement.

- emphasise the corner of Queens Parade and Smith Street with a higher street wall.

Development in Precinct 3B must also:

- reinforce the traditional street wall on Smith Street.
- ensure that upper level development is visually recessive and does not detract from the heritage streetscape.



Attachment 5 - Attachment 5 - Track changes version of DDO

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Map 3 - Precinct 3



Map of Precinct 3

Table 3 – Street wall height, building height and setbacks for Precincts 3A and 3B

Built Form	Mandatory requirement	Discretionary requirement
Precinct 3A		
Maximum building height	18 metres	None specified. Maximum of 18 metres.
Maximum Front street wall height	15-33 & 41 Queens Parade - Maximum 11 metres for 15-33 Queens Parade 35-37 Queens Parade - Retain height of existing heritage façade Development adjoining a heritage building must match the parapet height of an adjacent taller heritage building. 14 metres elsewhere	None specified
Minimum upper level setback	Minimum of 6 metres at 664 Smith Street (former Fire Station) and Minimum 6 metres at 15-41 Queens Parade	6 metres elsewhere

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Maximum street wall setback	None specified	0 metres - built to front boundary at ground level
Minimum rear setback	None specified	45° above 8 metres from rear boundary to a laneway 45° above 5 metres from rear boundary (no laneway) Where there is a laneway: • Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: • Modified ResCode Standard B17 (See Figure 2)
Minimum side setback	None specified	If side boundary adjoins NRZ, ResCode Standard B17 0 metres elsewhere
Precinct 3B		
Maximum building height	14 metres	None specified 18 metres
Maximum street wall height	Retain height of existing heritage façade	None specified
Minimum upper level setback	664 Smith Street (former Fire Station) 6 metres	None specified
Maximum street wall setback	None specified	0 metres - built to front boundary at ground level
Minimum rear setback	None specified	45° above 8 metres from rear boundary to a laneway 45° above 5 metres from rear boundary (no laneway) Where there is a laneway: • Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: • Modified ResCode Standard B17 (See Figure 2)
Minimum side setback	None specified	If side boundary adjoins NRZ, ResCode Standard B17 0 metres elsewhere

2.4.3.9.4 Precinct 4 – Activity Centre Precinct

Shown on the planning scheme map as DDO16-4

Preferred character statement

Buildings and works in Precinct 4 must help deliver the following preferred precinct character:

- The unique and vibrant Victorian era shopping strip is reinforced as the retail and activity focus of Queens Parade.
- The distinctive heritage qualities of this Victorian era shopping strip are protected.
- New development is designed to complement the scale of heritage buildings in this precinct.

Attachment 5 - Attachment 5 - Track changes version of DDO

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- The consistent heritage streetwall height of Queens Parade is continued.
- Sympathetic upper level infill will reinforce the prevailing street wall and subdivision grain of significant streetscapes and transition down to residential abutments to the rear.
- The pedestrian experience of this part of Queens Parade as a vibrant retail centre and hub for the local community is enhanced through the design of building frontages and the public realm.
- The profile of upper level redevelopment acknowledges the importance of significant heritage corner forms and retain key view lines to local landmarks (former ANZ Building).

Design requirements

The design requirements for Precinct 4 are as follows:

- Development must protect and maintain key view lines and visual prominence of the former ANZ Building from the south-west and north-east, in particular to the upper floor, roof form and chimneys. A permit cannot be granted to vary this requirement.
 - Development must:
 - respect the consistent scale, grain and architectural quality of the highly intact heritage streetscapes and the heritage buildings in the precinct.
 - retain the visual prominence of heritage buildings, their street wall and significant High Street heritage streetscapes when viewed from the opposite side of Queens Parade.
 - facilitate the appropriate mid-low rise infill of the sites located to the rear of commercial properties fronting Queens Parade.
 - ensure that any upper level development is set back from the heritage façade, is visually recessive and does not detract from the heritage streetscape.
 - retain the visual prominence of the return facades of buildings that front Queens Parade, Delbridge, Gold and Michael Streets.
 - ensure that facades at ground floor incorporate verandahs which are consistent with the form and scale of adjoining verandahs.
 - retain chimneys visible from the public realm.
 - enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.
 - respect the low scale, fine grain subdivision pattern of existing development on Hodgkinson Street and McKean Street through an appropriate transition in building height and setbacks.
 - ensure that where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with 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 9 am and 3 pm on 22 September.
- If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME
Track change version of Design and Development Overlay Schedule 16 – 20 May 2019

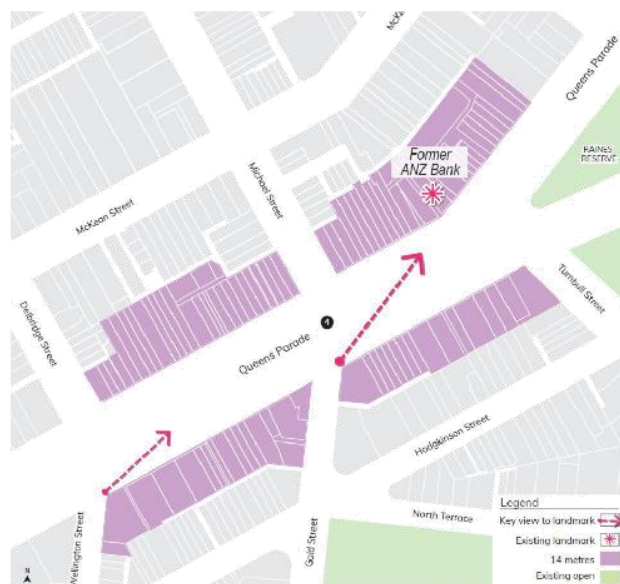


Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME

Track change version of Design and Development Overlay Schedule 16 – 20 May 2019

Map 4 - Precinct 4



Map of Precinct 4

Table 4 – Street wall height, building height and setbacks for Precinct 4

Built Form	Mandatory requirement	Preferred requirement
Maximum building height	24.514 metres	None specified
Maximum and minimum Front street wall height on Queens Parade	Retain height of existing heritage façade: Where no heritage façade exists, development must be: <ul style="list-style-type: none"> Minimum - a minimum of 8 metres Maximum - a maximum of 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.	None specified
Maximum and minimum Front street wall height in side streets.	None specified	Retain height of existing heritage façade Where no heritage façade exists, development must be: <ul style="list-style-type: none"> Minimum - 8 metres

Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME

Track change version of Design and Development Overlay Schedule 16 – 20 May 2019

Built Form	Mandatory requirement	Preferred requirement
		<ul style="list-style-type: none"> Maximum - 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.
Minimum upper level setback on Queens Parade	Minimum 6 metres in significant heritage streetscape area Minimum 8 metres at 364 Queens Parade 8 metres	167-197 Queens Parade - Minimum 6 metres - at 167-197 Queens Parade None specified
Minimum upper level setback in side streets	None specified	Minimum 6 metres
Street wall setback	0 metres - built to front boundary at ground level	None specified
Side and rear setback (NRZ interface)	None specified	45° above 8 metres from rear boundary to a laneway 45° above 5 metres from rear boundary (no laneway) Where there is a laneway: <ul style="list-style-type: none"> Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: <ul style="list-style-type: none"> Modified ResCode Standard B17 (See Figure 2)

2.4.49.5

Precinct 5 – North Eastern Precinct

Shown on the planning scheme map as DDO16-5

Preferred character statement

Buildings and works in Precinct 5 must help deliver the following preferred precinct character:

- Facilitate the renewal of Precinct 5 as a preferred location for housing growth within the activity centre.
- Development will ensure the significant heritage fabric (the Former UK Hotel and the former Clifton Motors garage – both listed on the Victorian Heritage Register) remains a prominent feature in any redevelopment.
- The north-eastern end of Precinct 5, south of the intersection of Queens Parade and Hoddle Street, will develop as an area of contemporary higher-rise development and will bookend the mid-rise development in Precinct 2.
- The scale of development in Precinct 5 will step down in distinct increments from the north-east junction significant heritage buildings (the Former Clifton Motors and UK Hotel buildings) to the south-west.
- New development will provide suitable separation between taller forms/buildings to enable development equity and amenity, while also contributing to the management of building / visual bulk.

Design requirements

The design requirements for Precinct 5 are as follows:

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- Development must
 - retain the visual prominence and not visually dominate the three dimensional forms of the former United Kingdom Hotel when viewed from Raines Reserve and the former Clifton Motors Garage when viewed from the opposite side of Queens Parade.
 - retain ~~conserve~~ and incorporate the ~~moderne façade of the~~ former Clifton Motor Garage (205-211 Queens Parade) in any redevelopment of the site and ensure that the three dimensional form ~~of the façade~~ remains prominent and the decorative vertical fin remains ~~as a~~ prominent freestanding element when viewed from the public realm.
 - ~~adopt a street wall height for new development adjacent to the former United Kingdom Hotel that respects the façade height of the building.~~
 - ~~ensure buildings in adopts a street wall height for new development adjacent to the former United Kingdom Hotel that respects the façade height of the building.~~
 - ~~be designed above street~~ Precincts 5B and 5C read as a series of separate development parts with building separation ~~above the street wall.~~
 - establish a transition and gradual stepping down of building heights from taller forms in ~~Precinct~~ Precinct 5C to existing heritage form in Precinct 5A.
 - ~~ensure that adverse wind effects on the public realm are avoided.~~
- In Precinct 5C, development must:
 - ~~reinforce the scale of existing high-rise buildings in the precinct (of 10-14 storeys), avoiding taller buildings which detract from this scale.~~
 - ~~ensure high quality development that enhances the prominent corner of Queens Parade and Hoddle Street through creating a strong address to each street frontage.~~
 - ~~ensure that the height and design of the street wall creates and reinforces a 'human scale' to provide visual interest at street level along Queens Parade and Hoddle Street.~~



Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME
Track change version of Design and Development Overlay Schedule 16 – 20 May 2019

Map 5 - Precinct 5



Table 5 – Street wall height, building height and setbacks for Precincts 5A, 5B and 5C

Built form	Mandatory requirement	Preferred requirement
Precinct 5A		
Maximum building height	11 metres	18 metres-None specified
Maximum street wall height	Match existing parapet or eaves height	None specified
Minimum upper level setback	None specified	Minimum 65 metres
Precinct 5B		
Maximum building height	201-215 Queens Parade - 18 metres	1:1 heritage street wall to new built form behind Clifton Motors and 203 Queens Parade visible from the opposite side of Queens Parade 28 metres elsewhere

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Built form	Mandatory requirement	Preferred requirement
Maximum Front street wall height	201-215 Queens Parade - Match parapet height of former Clifton Motor Garage and eaves line of former UK Hotel	4-10 Dummett Crescent - 11 metres for non-contributory buildings facing Queens Parade and Dummett Crescent
Street wall setback	0 metres – built to the boundary	None specified
Minimum upper level setback	201-215 Queens Parade - 8 metres 6 metres development at former Clifton Motor Garage	6 metres elsewhere
Minimum Setback from side and rear boundary setbacks	0 metres None specified	<p>For upper levels, where a habitable room window is proposed:</p> <ul style="list-style-type: none"> 4.5 metres from the common boundary or from the centre line of the laneway; <p>For upper levels, where a non-habitable room window or commercial window is proposed:</p> <ul style="list-style-type: none"> 3 metres from the common boundary or from the centre line of the laneway (on a where the laneway is less than 6 metres wide).
Precinct 5C		
Built Form	Mandatory requirement	Preferred requirement
Maximum Building height	None specified	49-43 metres
Front Maximum street wall height	None specified	35-18 metres
Minimum Upper level setback	None specified	6-0 metres
Minimum side and rear setbacks	None specified	<p>For upper levels, where a habitable room window is proposed:</p> <ul style="list-style-type: none"> 4.5 metres from the common boundary or from the centre line of the laneway; <p>For upper levels, where a non-habitable room window or commercial window is proposed:</p> <ul style="list-style-type: none"> 3 metres from the common boundary or from the centre line of the laneway (on a where the laneway is less than 6 metres wide).

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YARRA PLANNING SCHEME	
<u>Track change version of Design and Development Overlay Schedule 16 – 20 May 2019</u>	
3.0	Subdivision
xx/xx/xxxx Proposed C231	None specified.
4.0	Advertising
xx/xx/xxxx Proposed C231	None specified.
5.0	<u>Application requirements</u>
xx/xx/xxxx Proposed C231	<p>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.</p> <ul style="list-style-type: none"> ▪ <u>A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and Requirements of this schedule.</u> ▪ <u>Development proposals for buildings over 20 metres in height must be accompanied by a wind study analysis to demonstrate that pedestrian spaces will not be affected by additional wind.</u> ▪ <u>A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct.</u>
6.0	<u>Decision guidelines</u>
xx/xx/xxxx Proposed C231	<p>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:</p> <ul style="list-style-type: none"> • Whether the General Design Requirements, Heritage Design Requirements and the Precinct Design Requirements in Clauses 2.2-2.9, 2.3 and 2.4 are met. • <u>Whether the proposal delivers design excellence.</u> • If roof decks are proposed, whether they are set back from lower levels and are recessive in appearance. • The profile and impact of development along Queens Parade when viewed from the north side of McKean Street and the south side of Hodgkinson Street. • The design response at the interface with existing, low scale residential properties. • The design of the streetscape interface along the primary street frontage. • Whether side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings. • How any proposed buildings and works will impact on solar access to Queens Parade and Napier Street Reserve. • Whether heritage buildings on street corners retain their prominence when viewed from both streets. • Whether heritage buildings retain their three-dimensional form when viewed from the public realm. • Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings. • Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm. • The impact of development on views to: <ul style="list-style-type: none"> ▪ the former ANZ Bank building's tower, roof, chimney and upper level ▪ the St John the Baptist Church belfry and spire ▪ the former Clifton Motor Garage's Moderne façade and fin • The wind effects created by the development.

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Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME

[Track change version of Design and Development Overlay Schedule 16 – 20 May 2019](#)

Reference Documents

Queens Parade, Clifton Hill Built Form Review prepared by Hansen Partnership – December 2017.

[Queens Parade Built Form Heritage Analysis and Recommendations prepared by GJM Heritage – December 2017](#)

Attachment 5 - Attachment 5 - Track changes version of DDO

YARRA PLANNING SCHEME

[Track change version of Design and Development Overlay Schedule 16 – 20 May 2019](#)

Figure 1

REAR SETBACKS WHERE THERE IS A LANEWAY AT THE REAR

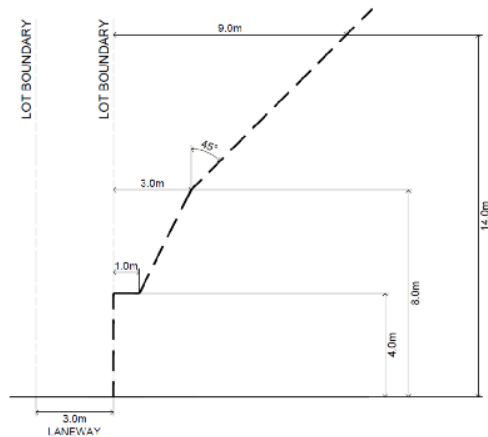
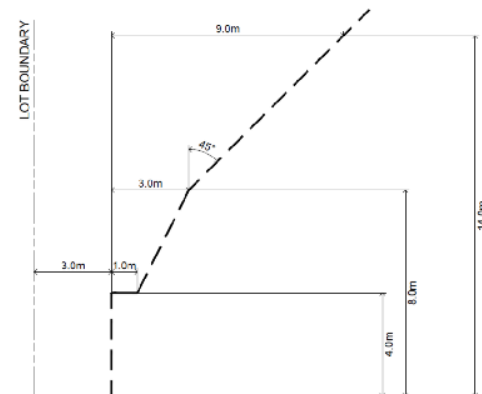


Figure 2

REAR SETBACKS WHERE THERE IS NO LANEWAY TO THE REAR



Attachment 6 - Attachment 6 - Clean version of revised DDO

YARRA PLANNING SCHEME

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xx/xx/xxxx
Proposed
C231

SCHEDULE 16 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO16**.

QUEENS PARADE

1.0 Design objectives

xx/xx/xxxx
Proposed
C231

- To support:
 - the existing low-rise character in precincts 1, 4 and part of 5 abutting the former UK Hotel
 - a new mid rise character behind a consistent street wall in precincts 2, 3 and part of 5 abutting the former Clifton Motors
 - higher rise development in precinct 5, west of Dummett Crescent
 while ensuring development responds appropriately to heritage character, heritage streetscapes, sensitive interfaces and varying development opportunities.
- To protect the integrity of historical streetscapes and clusters of heritage buildings of a similar scale and materiality by limiting new development.
- To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors garage.
- To ensure new development respects the wide, open boulevard character of Queens Parade where historic trees remain the dominant visual feature.
- To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

xx/xx/xxxx
Proposed
C231

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

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant.

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

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

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

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

Setback is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the boundary.

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

Attachment 6 - Attachment 6 - Clean version of revised DDO

YARRA PLANNING SCHEME

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2.2 General Requirements

The following requirements apply to an application to construct a building or carry out works and must be read in conjunction with the relevant precinct design requirements.

- A permit must not be granted or amended (unless the amendment would not increase the extent of non-compliance) to construct a building or construct or carry out works which exceed the mandatory maximum building height, mandatory maximum street wall height, mandatory maximum street wall setback or are less than the mandatory minimum upper level setbacks, mandatory minimum side setbacks or mandatory minimum rear setbacks specified in the relevant Precinct Tables. A permit cannot be granted to vary this requirement.
- A permit must not be granted or amended (unless the amendment would not increase the extent of non-compliance) to construct a building or carry out works which exceeds the preferred building height and setbacks specified in the relevant Precinct Tables unless the following requirements are met, to the satisfaction of the responsible authority:
 - The built form outcome as a result of the proposed variation satisfies the design objectives in Clause 1.0; and
 - The built form outcome as a result of the proposed variation satisfies the other relevant requirements specified in this schedule.

Architectural features may exceed the preferred or mandatory height.

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

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

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

2.3 Street wall requirements

- The street-wall height must match the parapet height of a neighbouring heritage building, where present, for a minimum length of 6 metres from the heritage building.

2.4 Upper levels requirements

- Development must:
 - provide setbacks which ensure that upper level additions seen from the public realm do not diminish the appreciation of the heritage building and streetscape.
 - avoid repetitive stepped built form at upper levels of development.
 - ensure that upper level development is visually recessive.
 - use materials at upper levels that are recessive in finish and colour.
 - be designed so that side walls are articulated and read as part of the overall building design.
 - avoid continuous built form at upper levels.

Attachment 6 - Attachment 6 - Clean version of revised DDO

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2.5 Corner site requirements

- New development on a corner site with a frontage to Queens Parade must continue the street wall height established at the Queens Parade frontage along the side street, with a transition in height to match the rear interface where required. This requirement does not apply to a lane.

2.6 Ground floor design requirements

- Facades at ground level must be designed with floor to floor ceiling heights suitable to accommodate commercial activity in the Commercial 1 Zone and the Commercial 2 Zone.

2.7 Vehicular access, car parking, and loading areas requirements

- New vehicle crossovers onto Queens Parade must be avoided
- Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
- Development on a laneway must include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access.

2.8 Heritage design requirements

The following design requirements apply to development on land affected by a Heritage Overlay or immediately adjacent to a heritage building.

Element	Design Requirement
Building facades and street frontages	<p>Infill buildings and development adjoining a heritage building</p> <p>Facade treatments and the articulation of infill buildings must:</p> <ul style="list-style-type: none"> • be simple and not compete with the more elaborate detailing of nineteenth century buildings • respect the vertical proportions of the nineteenth and twentieth century facades in the heritage streetscape and/or the adjoining heritage building(s) • avoid large expanses of unarticulated curtain glazing, highly reflective glass and glazing with a horizontal emphasis, except for ground floor shopfronts • reflect the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building(s) <p>Adaption and reuse of contributory or individually significant buildings must:</p> <ul style="list-style-type: none"> • maintain existing openings and avoid highly reflective glazing in historic openings • encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings • maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings
Upper levels behind heritage street wall	<p>Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:</p> <ul style="list-style-type: none"> • be visually recessive and not visually dominate the heritage building and the heritage streetscape • retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism'

Attachment 6 - Attachment 6 - Clean version of revised DDO

YARRA PLANNING SCHEME
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Element	Design Requirement
	<ul style="list-style-type: none"> utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape reflect the rhythm of the wider streetscape, fine grained character and subdivision pattern of the streetscape, especially on larger sites.
Upper level setbacks	<p>Upper level setbacks in excess of a minimum mandatory upper level setback must be provided where:</p> <ul style="list-style-type: none"> It would facilitate the retention of the roof form of the principal building facing Queens Parade A building has a prominent roof form clearly visible from the public realm The relevant Statement of Significance identifies the principal roof or elements to the rear of the building as significant elements of the building to be retained It would maintain the perception of the three-dimensional form and depth of the building. a smaller setback would detract from the character of the streetscape when viewed directly or obliquely along Queens Parade.

2.9 Precinct design requirements

The following precinct specific design requirements apply in addition to the general design requirements outlined in Clauses 2.2-2.8.

2.9.1 Precinct 1 – Brunswick Street

Shown on the planning scheme map as **DDO16-1**

Preferred character statement

Buildings and works must help deliver the following preferred precinct character:

- Properties fronting Brunswick Street and turning the corner to Queens Parade will continue to be defined by fine grained low scaled heritage buildings.
- The precinct will provide the opportunity for moderate low rise future infill behind the main heritage frontage, supported by rear laneway access.
- The visual prominence of the individually significant heritage building on the corner of Brunswick Street and Queens Parade that forms the southern gateway to Queens Parade and to Fitzroy North more broadly, will be retained.

Design requirements

The design requirements for Precinct 1 are as follows:

- Development must:
 - ensure low rise additions behind the front sections of the terraced houses of Brunswick Street and Queens Parade respects the prevailing streetscape character and subdivision grain.
 - retain and conserve the heritage values of this low scale Victorian residential area.
 - ensure upper level elevations that are exposed to the public domain are high quality, visually recessive and do not diminish the appreciation of the heritage building at 460 Brunswick Street

Attachment 6 - Attachment 6 - Clean version of revised DDO

YARRA PLANNING SCHEME Clean version of Design and Development Overlay Schedule 16 – 20 May 2019

- limit amenity impacts of building bulk, overlooking and overshadowing of existing residential properties.
- provide for vehicular access and servicing off the laneway.

Map 1 – Precinct 1

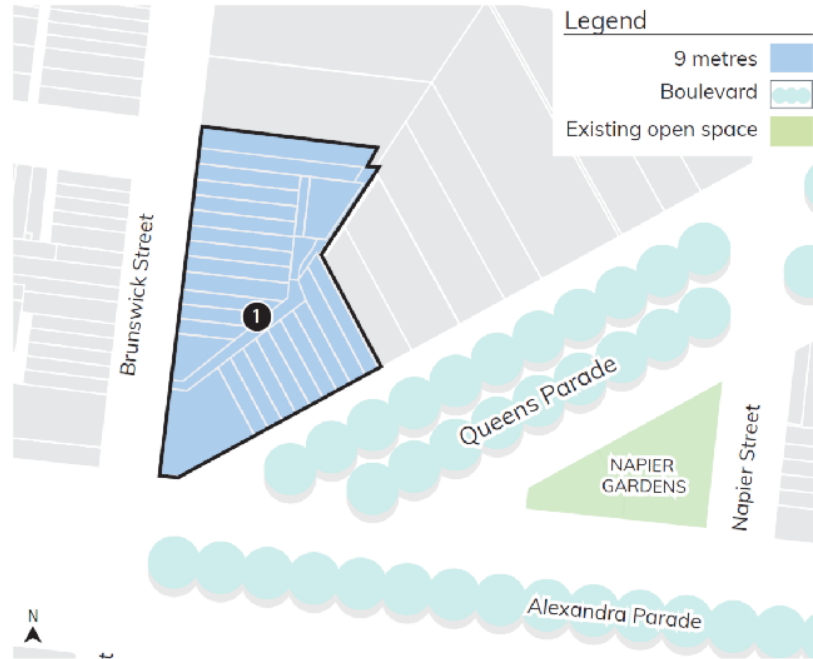


Table 1 – Street wall height, building height and setbacks for Precinct 1

Built Form	Mandatory Requirement	Preferred Requirement
Maximum building height	460 Brunswick Street and Lot 1 on Title Plan TP806921 - 9 metres	Elsewhere – 9 metres
Maximum street wall height	460 Brunswick Street - match the parapet height of the existing heritage building Elsewhere - Retain existing street wall	Match the parapet or eaves height of taller adjacent heritage building
Maximum street setback	460 Brunswick Street – Match the setback of the existing heritage building	Built to boundary at ground level
Minimum upper level setback	460 Brunswick Street - 6 metres	Elsewhere – 6 metres
Minimum setbacks from side and rear boundary	None specified	ResCode Standard B17

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2.9.2 Precinct 2 – Boulevard Precinct

Shown on the planning scheme map as **DDO16-2**

Preferred character statement

- Buildings and works in Precinct 2 must help deliver the following preferred precinct character:
 - Precinct 2 will become a preferred location for housing and employment growth within the activity centre.
 - The precinct will support well designed mid-rise development, which complements the boulevard and matches the scale of development on the Gasworks site and bookends higher rise development in Precinct 5.
 - Development will be designed to ensure the visual dominance of the double avenue of trees along the south western part of Queens Parade over built form is retained.
 - Precinct 2A will accommodate mid rise infill behind a distinct moderne heritage frontage, addressing the boulevard and its sensitive heritage context and providing a transition down to the established surrounding residential neighbourhood.
 - Precincts 2B and 2C will become vibrant and attractive business areas with a mixture of innovative new architecture and clusters of heritage buildings attracting a wide range of commercial development and employment.

Design requirements

The design requirements for Precinct 2 are as follows:

- Development must:
 - not diminish or detract from the heritage values of the boulevard streetscape, the heritage street wall and the heritage trees along Queens Parade.
 - deliver an appropriate interface arrangement to neighbouring properties and minimise visual bulk and mass when viewed from the adjoining properties.
 - avoid a repetitive stepped form within the 45 degree angle profile.
 - ensure adequate solar access is provided to the Queens Parade and Napier Street Reserve at the equinox from 9am-3pm.
 - provide building separation along side and rear boundaries to reduce visual bulk and protect amenity of occupants and neighbours.
- Development in Precinct 2A must also:
 - ensure projections above the street wall are not dominant in the skyline when viewed from the north side of Newry Street and of Coleman Street and the WT Peterson Oval, the Fitzroy Grandstand and other locations in the southern part of Edinburgh Gardens.
 - maintain the prominence and significance of the art deco facade.
 - recognise the low scale, buildings and fine grain subdivision pattern of existing development to the north and west.
 - encourage pedestrian permeability within and through the precinct.
- Development in Precincts 2B and 2C must also:
 - ensure a gradual transition in development scale from east of George Street (Former Gasworks Site) to south west (heritage properties along Napier Street).
 - maintain the prominence of heritage buildings along Napier Street when viewed from Napier Reserve.

Attachment 6 - Attachment 6 - Clean version of revised DDO

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- be appropriately set back at upper levels from the heritage buildings along Napier Street.
- provide an appropriate transition in scale from the heritage buildings along Napier Street and Alexandra Parade.
- provide vehicular access from laneways.
- provide building separation to enhance amenity between commercial buildings and reduce building bulk and provide a transition to existing heritage buildings by utilising existing laneways and building setbacks.
- create a new commercial frontage to George Street to form an active edge complementary to the proposed Gasworks redevelopment.

Map 2 – Precinct 2



Table 2 – Street wall height, building height and setbacks for Precincts 2A, 2B and 2C

Built form	Mandatory requirement	Preferred requirement
Precinct 2A		
Maximum building height	31 metres	None specified
Maximum street wall height	Retain height of existing heritage façade 10 metres where no heritage façade exists	Street wall of development adjoining the individually significant building must not exceed the parapet height of the taller adjoining heritage building
Minimum & maximum setback to Queens Parade	None specified	0 metres to maximum 10 metres
Minimum upper level setback	None specified	Above existing heritage façade:

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Built form	Mandatory requirement	Preferred requirement
		<ul style="list-style-type: none"> 8 metre setback from 10 metres to 16 metres 10 metre setback from 16 metres <p>Above new street wall (where no existing heritage façade):</p> <ul style="list-style-type: none"> 5 metre setback from 10 metres to 16 metres 8 metres setback from 16 metres
Minimum setback(s) from rear boundaries - north and west adjacent to NRZ and GRZ	None specified	<p>ResCode Standard B17 from rear boundary of adjoining properties to 10 metres</p> <p>Setback within 45 degree angle measured from 10 25 metres</p>
Minimum setbacks from side boundary - east adjacent to NRZ	None specified	<p>0 metre setback to match party wall of existing adjoining development to 10 metres</p> <p>Setback within 45 degree angle measured from 10-25 metres</p>
Minimum setbacks from side boundary - east adjacent to MUZ	None specified	<p>0 metre setback to match party wall of existing adjoining development, or</p> <p>10 metre where no party wall exists.</p> <p>9 metre setback from the windows/ balconies of adjoining apartments up to 16 metres</p> <p>15 metre setback above 16 metres</p>
Setbacks from side and rear boundaries west and north-west adjacent to MUZ	None specified	<p>0 metre setback to match party wall of existing adjoining development, or</p> <p>10 metre where no party wall exists.</p> <p>Setback within 45 degree angle measured from 10 25 metres</p>
Precinct 2B		
Maximum building height	None specified	18 metres
Maximum street wall height	Napier Street - Retain existing parapet height	None specified
Minimum upper level setback	6 metres	None specified
Minimum rear setback	None specified	4.5m from centreline of laneway for height of the entire building
Precinct 2C		
Maximum building height	None specified	28 metres

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Built form	Mandatory requirement	Preferred requirement
Maximum street wall height	Napier Street – 10 metres	Queens Parade, George Street and Alexandra Parade - 18 metres
Minimum upper level setback	Napier Street – 6 metres	Elsewhere - 6 metres
Minimum side and rear setbacks	None specified	<p>Rear setback: 4.5m from centreline of laneway for height of the entire building</p> <p>Side setbacks: For upper levels, where a habitable room window is proposed:</p> <ul style="list-style-type: none"> 4.5 metres from the common boundary or from the centre line of the laneway. <p>For upper levels, where a non-habitable room window or commercial window is proposed:</p> <ul style="list-style-type: none"> 3 metres from the common boundary or the centre line of the laneway (on a where the laneway is less than 6 metres wide)

2.9.3 Precinct 3 – St John's Precinct

Shown on the planning scheme map as **DDO16-3**

Preferred character statement

Buildings and works in Precinct 3 must help deliver the following preferred precinct character:

- Precinct 3 will become an attractive mixed use area with active frontages to the street, well designed new buildings mixed with residential and commercial heritage fabric.
- Development along Queens Parade will create a consistent street wall with recessed upper levels.
- Development will retain the primacy of the St John's Church landmark and view to its belfry and spire.
- The precinct will provide for new development at and around the Smith Street junction.
- The prominent corner of Queens Parade and Smith Street will be marked by a higher street wall with development set back at the upper level.
- Development will retain the intact streetscape on Smith Street through existing buildings and existing street wall with new development set back from the façade and designed to not dominate the Victorian era buildings.
- Development will provide an effective transition to the residential areas to the south and east.

Design requirements

The design requirements for Precinct 3 are as follows:

Development must:

- deliver high quality architectural detailing that respects the heritage qualities of Queens Parade and Smith Street.

Attachment 6 - Attachment 6 - Clean version of revised DDO

YARRA PLANNING SCHEME

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- maintain the prominence of the heritage street wall in the streetscape.
- recognise the fine grain character of heritage streetscapes and minimise the dominance of wide building frontages.
- respond to the low scale form of existing development outside Precinct 3 on Hodgkinson Street through an appropriate transition in building height.
- ensure that where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with 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 9 am and 3 pm on 22 September.

If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

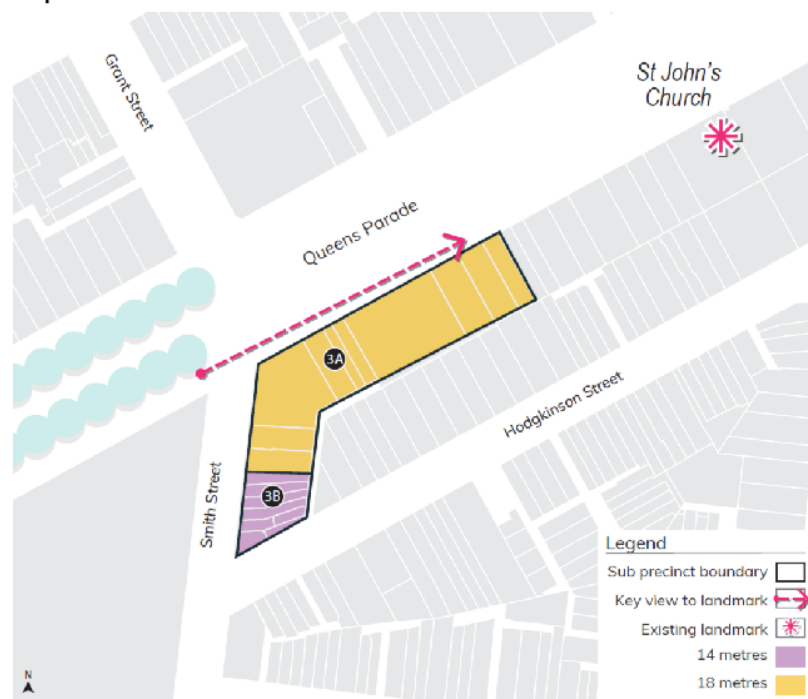
Development in Precinct 3A must also:

- maintain views of the belfry and spire of St John's church and maintain clear sky between the belfry and spire and new development when viewed from the pedestrian refuge on the south-west corner of the intersection with Queens Parade and Smith Street. A permit cannot be granted to vary this requirement.
- emphasise the corner of Queens Parade and Smith Street with a higher street wall.

Development in Precinct 3B must also:

- reinforce the traditional street wall on Smith Street.
- ensure that upper level development is visually recessive and does not detract from the heritage streetscape.

Map 3 - Precinct 3



Attachment 6 - Attachment 6 - Clean version of revised DDO

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Table 3 – Street wall height, building height and setbacks for Precincts 3A and 3B

Built Form	Mandatory requirement	Discretionary requirement
Precinct 3A		
Maximum building height	18 metres	None specified
Maximum street wall height	15-33 & 41 Queens Parade - 11 metres 35-37 Queens Parade - retain height of existing heritage façade Development adjoining a heritage building must match the parapet height of an adjacent taller heritage building. 14 metres elsewhere	None specified
Minimum upper level setback	6 metres at 15-41 Queens Parade	6 metres elsewhere
Maximum street wall setback	None specified	0 metres - built to front boundary at ground level
Minimum rear setback	None specified	Where there is a laneway: • Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: • Modified ResCode Standard B17. (See Figure 2)
Minimum side setback	None specified	If side boundary adjoins NRZ, ResCode Standard B17 0 metres elsewhere
Precinct 3B		
Maximum building height	14 metres	None specified
Maximum street wall height	Retain height of existing heritage façade	None specified
Minimum upper level setback	6 metres	None specified
Maximum street wall setback	None specified	0 metres - built to front boundary at ground level
Minimum rear setback	None specified	Where there is a laneway: • Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: • Modified ResCode Standard B17. (See Figure 2)
Minimum side setback	None specified	If side boundary adjoins NRZ, ResCode Standard B17 0 metres elsewhere

Attachment 6 - Attachment 6 - Clean version of revised DDO

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2.9.4 Precinct 4 – Activity Centre Precinct

Shown on the planning scheme map as **DDO16-4**

Preferred character statement

Buildings and works in Precinct 4 must help deliver the following preferred precinct character:

- The unique and vibrant Victorian era shopping strip is reinforced as the retail and activity focus of Queens Parade.
- The distinctive heritage qualities of this Victorian era shopping strip are protected.
- New development is designed to complement the scale of heritage buildings in this precinct.
- The consistent heritage streetwall height of Queens Parade is continued.
- Sympathetic upper level infill will reinforce the prevailing street wall and subdivision grain of significant streetscapes and transition down to residential abutments to the rear.
- The pedestrian experience of this part of Queens Parade as a vibrant retail centre and hub for the local community is enhanced through the design of building frontages and the public realm.
- The profile of upper level redevelopment acknowledges the importance of significant heritage corner forms and retain key view lines to local landmarks (former ANZ Building).

Design requirements

The design requirements for Precinct 4 are as follows:

- Development must protect and maintain key view lines and visual prominence of the former ANZ Building from the south-west and north-east, in particular to the upper floor, roof form and chimneys. A permit cannot be granted to vary this requirement.
- Development must:
 - respect the consistent scale, grain and architectural quality of the highly intact heritage streetscapes and the heritage buildings in the precinct.
 - retain the visual prominence of heritage buildings, their street wall and heritage streetscape when viewed from the opposite side of Queens Parade.
 - facilitate the appropriate low rise infill of the sites located to the rear of commercial properties fronting Queens Parade.
 - ensure that any upper level development is set back from the heritage façade, is visually recessive and does not detract from the heritage streetscape.
 - retain the visual prominence of the return facades of buildings that front Queens Parade, Delbridge, Gold and Michael Streets.
 - ensure that facades at ground floor incorporate verandahs which are consistent with the form and scale of adjoining verandahs.
 - retain chimneys visible from the public realm.
 - enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.
 - respect the low scale, fine grain subdivision pattern of existing development on Hodgkinson Street and McKean Street through an appropriate transition in building height and setbacks.
 - ensure that where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with 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 9 am and 3 pm on 22 September.

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YARRA PLANNING SCHEME Clean version of Design and Development Overlay Schedule 16 – 20 May 2019

If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

Map 4 - Precinct 4

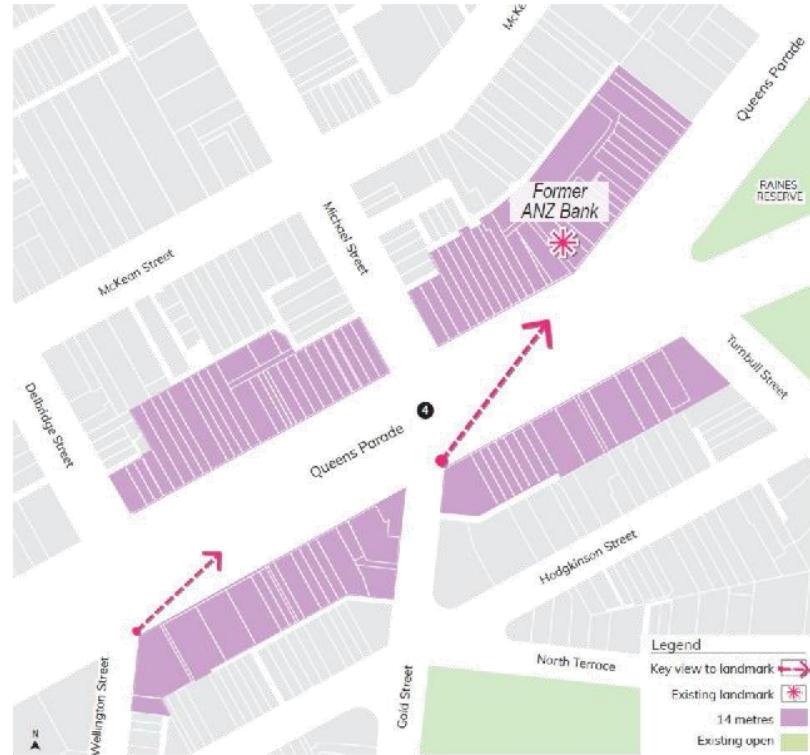


Table 4 – Street wall height, building height and setbacks for Precinct 4

Built Form	Mandatory requirement	Preferred requirement
Maximum building height	14 metres	None specified
Maximum and minimum street wall height on Queens Parade	Retain height of existing heritage façade Where no heritage façade exists, development must be: <ul style="list-style-type: none"> Minimum - 8 metres Maximum - 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres. 	None specified
Maximum and minimum street wall height in side streets	None specified	Retain height of existing heritage façade Where no heritage façade exists, development must be:

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Built Form	Mandatory requirement	Preferred requirement
		<ul style="list-style-type: none"> Minimum - 8 metres Maximum - 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.
Minimum upper level setback on Queens Parade	8 metres	None specified
Minimum upper level setback in side streets	None specified	6 metres
Street wall setback	0 metres - built to front boundary at ground level	None specified
Rear setback (NRZ interface)	None specified	<p>Where there is a laneway:</p> <ul style="list-style-type: none"> set back at least 1 metre, plus 0.3 metres for every metre of height over 4 metres up to 7.3 metres, plus 1 metre for every metre of height over 8 metres. (See Figure 1) <p>Where there is no laneway:</p> <ul style="list-style-type: none"> set back at least 4 metres, plus 0.3 metres for every metre of height over 4 metres up to 7.3 metres, plus 1 metre for every metre of height over 8 metres. (See Figure 2)

2.9.5 Precinct 5 – North Eastern PrecinctShown on the planning scheme map as **DDO16-5****Preferred character statement**

Buildings and works in Precinct 5 must help deliver the following preferred precinct character:

- Facilitate the renewal of Precinct 5 as a preferred location for housing growth within the activity centre.
- Development will ensure the significant heritage fabric (the Former UK Hotel and the former Clifton Motors garage – both listed on the Victorian Heritage Register) remains a prominent feature in any redevelopment.
- The north-eastern end of Precinct 5, south of the intersection of Queens Parade and Hoddle Street, will develop as an area of contemporary higher rise development and will bookend the mid-rise development in Precinct 2.
- The scale of development in Precinct 5 will step down in distinct increments from the north-east junction significant heritage buildings (the Former Clifton Motors and UK Hotel buildings) to the south-west.
- New development will provide suitable separation between buildings to enable development equity and amenity, while also contributing to the management of building / visual bulk.

Attachment 6 - Attachment 6 - Clean version of revised DDO

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Design requirements

The design requirements for Precinct 5 are as follows:

- Development must:
 - retain the visual prominence and not visually dominate the three dimensional forms of the former United Kingdom Hotel when viewed from Raines Reserve and the former Clifton Motors Garage when viewed from the opposite side of Queens Parade.
 - retain and incorporate the former Clifton Motor Garage (205-211 Queens Parade) in any redevelopment of the site and ensure that the three dimensional form remains prominent and the decorative vertical fin remains as a freestanding element when viewed from the public realm.
 - adopt a street wall height for new development adjacent to the former United Kingdom Hotel that respects the façade height of the building.
 - ensure buildings in Precincts 5B and 5C read as a series of separate development parts with building separation above the street wall.
 - establish a transition and gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage form in Precinct 5A.
 - ensure that adverse wind effects on the public realm are avoided.
- In Precinct 5C, development must:
 - reinforce the scale of existing high-rise buildings in the precinct (of 10-14 storeys), avoiding taller buildings which detract from this scale.
 - ensure high quality development that enhances the prominent corner of Queens Parade and Hoddle Street through creating a strong address to each street frontage.
 - ensure that the height and design of the street wall creates and reinforces a 'human scale' to provide visual interest at street level along Queens Parade and Hoddle Street.

Attachment 6 - Attachment 6 - Clean version of revised DDO

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Map 5 - Precinct 5

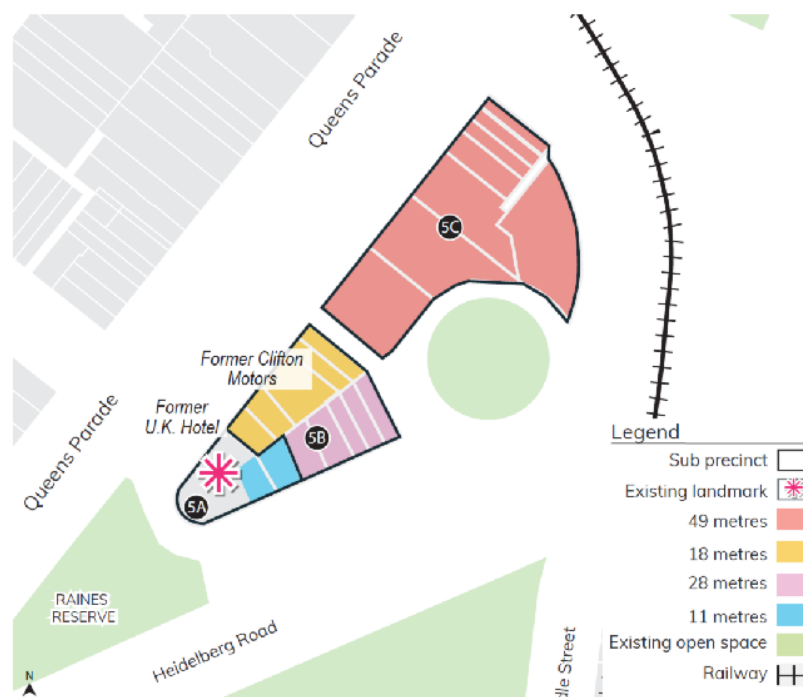


Table 5 – Street wall height, building height and setbacks for Precincts 5A, 5B and 5C

Built form	Mandatory requirement	Preferred requirement
Precinct 5A		
Maximum building height	11 metres	None specified
Maximum street wall height	Match existing parapet or eaves height	None specified
Minimum upper level setback	None specified	6 metres
Precinct 5B		
Maximum building height	201-215 Queens Parade - 18 metres	28 metres elsewhere
Maximum street wall height	201-215 Queens Parade - Match parapet height of former Clifton Motor Garage and eaves line of former UK Hotel	4-10 Dummett Crescent - 11 metres

Attachment 6 - Attachment 6 - Clean version of revised DDO

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Built form	Mandatory requirement	Preferred requirement
Street wall setback	0 metres – built to the boundary	None specified
Minimum upper level setback	201-215 Queens Parade - 8 metres	6 metres elsewhere
Minimum side and rear setbacks	None specified	<p>For upper levels, where a habitable room window is proposed:</p> <ul style="list-style-type: none"> 4.5 metres from the common boundary or from the centre line of the laneway; <p>For upper levels, where a non-habitable room window or commercial window is proposed:</p> <ul style="list-style-type: none"> 3 metres from the common boundary or from the centre line of the laneway (on a where the laneway is less than 6 metres wide).
Precinct 5C		
Maximum building height	None specified	43 metres
Maximum street wall height	None specified	18 metres
Minimum Upper level setback	None specified	6 metres
Minimum side and rear setbacks	None specified	<p>For upper levels, where a habitable room window is proposed:</p> <ul style="list-style-type: none"> 4.5 metres from the common boundary or from the centre line of the laneway. <p>For upper levels, where a non-habitable room window or commercial window is proposed:</p> <ul style="list-style-type: none"> 3 metres from the common boundary or from the centre line of the laneway (on a where the laneway is less than 6 metres wide).

3.0 Subdivision
xx/xx/xxxx
Proposed
C231
None specified.

4.0 Advertising
xx/xx/xxxx
Proposed
C231
None specified.

Attachment 6 - Attachment 6 - Clean version of revised DDO

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5.0 Application requirements

xx/xx/xxxx
Proposed
C231

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.
- Development proposals for buildings over 20 metres in height must be accompanied by a wind study analysis to demonstrate that pedestrian spaces will not be affected by additional wind.
- A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct.

6.0 Decision guidelines

xx/xx/xxxx
Proposed
C231

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 General Design Requirements, Heritage Design Requirements and the Precinct Design Requirements in Clauses 2.2-2.9 are met.
- Whether the proposal delivers design excellence.
- If roof decks are proposed, whether they are set back from lower levels and are recessive in appearance.
- The profile and impact of development along Queens Parade when viewed from from the north side of McKean Street and the south side of Hodgkinson Street.
- The design response at the interface with existing, low scale residential properties.
- The design of the streetscape interface along the primary street frontage.
- Whether side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- How any proposed buildings and works will impact on solar access to Queens Parade and Napier Street Reserve.
- Whether heritage buildings on street corners retain their prominence when viewed from both streets.
- Whether heritage buildings retain their three-dimensional form when viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- The impact of development on views to:
 - the former ANZ Bank building's tower, roof, chimney and upper level
 - the St John the Baptist Church belfry and spire
 - the former Clifton Motor Garage's Moderne façade and fin
- The wind effects created by the development.

Reference Documents

Queens Parade, Clifton Hill Built Form Review prepared by Hansen Partnership – December 2017

Queens Parade Built Form Heritage Analysis and Recommendations prepared by GJM Heritage – December 2017

Attachment 6 - Attachment 6 - Clean version of revised DDO

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Figure 1

REAR SETBACKS WHERE THERE IS A LANEWAY AT THE REAR

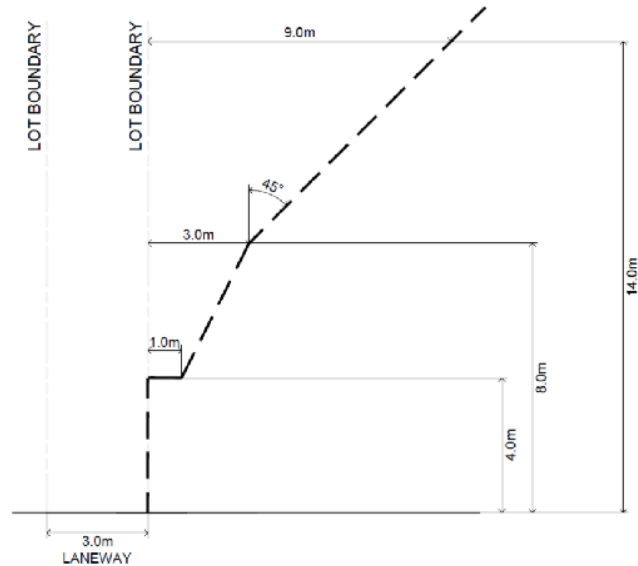
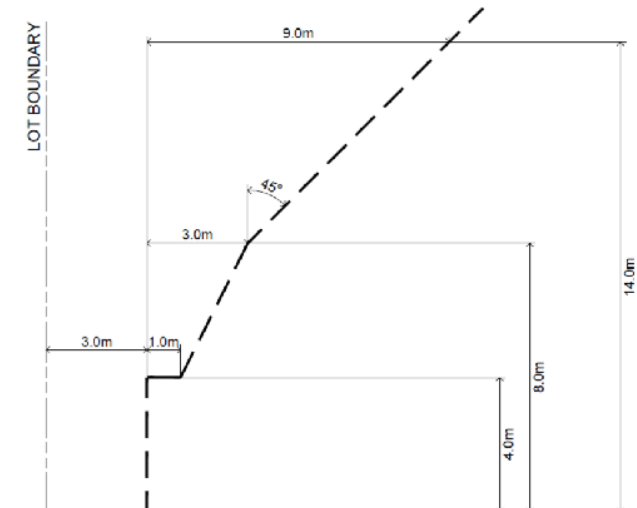


Figure 2

REAR SETBACKS WHERE THERE IS NO LANEWAY TO THE REAR



Attachment 7 - Attachment 7 - Response to Submissions

Amendment C231 Queens Parade Design and Development Overlay Response to submissions

This document provides an analysis of the issues raised in submissions received during public consultation on Amendment C122. It comprises three parts:

- Part 1: An overview of the exhibition process and submissions received.
- Part 2: A response and recommendations to broad / precinct-wide issues raised by submissions.
- Part 3: Response to precinct specific controls in the proposed DDO

Attachments 1-4 provide a more detailed summary of the individual submissions.

PART 1 – Overview of exhibition process and submissions received

Summary of exhibition

- The amendment was initially exhibited for six weeks from 1 October to mid-November 2018. Following requests from the community, the exhibition period was extended by two weeks until 30 November 2018. The amendment was exhibited for a total of eight weeks.
- Approximately 2,500 letters which included a fact sheet were sent to owners and occupiers in and around Queens Parade, notifying them of the exhibition of the amendment.
- Notices were placed in the Age on 1 October 2018 and in the Government Gazette on 4 October 2018.
- Information was available on the City of Yarra website which included general information about the amendment, the statutory documents, the background reports prepared by consultants and some frequently asked questions.
- Amendment documentation was also provided on the DELWP Planning Amendments Online website.
- Hard copies of the documents were provided at Bargoonga Nganjin – North Fitzroy Library.
- Two information sessions were held for interested parties to make an appointment to speak with council officers.
- Submitters had the opportunity to speak to their written submission at a Special Council Meeting held on 12 March 2019. Around 30 people took the opportunity to speak to their submission.

Attachment 7 - Attachment 7 - Response to Submissions

Submissions received

- Three hundred and ninety-nine (399) written submissions were received.
- Two were from a planning consultant on behalf of a developer;
- 295 were from residents / property owners either in the DDO area or (almost all) from its immediate surrounds;
- One was from traders from 34 different establishments in Queens Parade.
- 95 were from addresses outside the precinct and surrounding area or did not identify their interest in the area, and
- Six were from community and interest groups: the Collingwood Historical Society, National Trust, Fitzroy Residents' Association, Royal Historical Society of Victoria, 3068 Group and Protect Fitzroy North Inc.

Submitter positions

- One submission supported the amendment and seeks no changes.
- Two submissions supported the amendment but seek changes.
- The remainder of submissions objected to the amendment as currently drafted.
- Many sought changes.
- Three requested the amendment be abandoned or extensively redrafted.

Attachment 7 - Attachment 7 - Response to Submissions

PART 2 – Response to submissions – key and precinct-wide issues

Given 399 submissions were received to the amendment, a response has not been provided to each individual submission. However the issues that has been raised has been responded to in either Precinct-wide issues or precinct-specific issues.

The summary of submissions at attachment 3 summarises the issues raised in each submission using key headings eg heritage, building heights, net community benefit. These have formed the headings for Council's response to submissions.

The following section summarises and responds to the broad and precinct-wide issues raised by submitters. It addresses the following:

1. Accommodating growth
2. Protecting heritage value
3. Visibility above the parapet and upper level setbacks
4. Building heights
5. Variations to height and setbacks recommended by consultants
6. Impact on amenity and residential development to the rear
7. Setbacks on land in Commercial 2 Zone
8. Impact on the public realm
9. Mandatory controls versus discretionary (or preferred) controls
10. Impacts on local traders
11. Laneways, traffic and parking
12. Capacity of roads, public transport and community facilities to accommodate new development
13. Net community benefit
14. Community involvement for planning for the local area / exhibition process
15. Rezoning of land
16. Environmentally sustainable development
17. Increased storm water run off
18. Social and affordable housing
19. Extent of study area
20. Reduced land values
21. Consistency of the exhibited DDO with the interim controls

Attachment 7 - Attachment 7 - Response to Submissions

1. Accommodating growth

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> The impacts of the amendment on heritage was a key concern raised by a large number of submitters. Some submissions acknowledged a need for a degree of change to accommodate Melbourne's growth. Some also noted that the centre is a neighbourhood activity centre and not a major activity centre. They questioned whether development elsewhere on Queens Parade - the Gasworks, 26-56 Queens Parade and in Precinct 5 (behind McDonalds) meant that Queens Parade was already accommodating growth. They argued that allowing tall development in the historic retail precinct for a relatively small gain in additional housing was unnecessary. 	<ul style="list-style-type: none"> The key purpose of the amendment is to introduce built form controls to manage change along Queens Parade and guide the scale of future buildings to provide certainty about development outcomes. <p><u>Development trends</u></p> <ul style="list-style-type: none"> The last five years have seen some development pressure on Queens Parade. There have been applications for higher scale developments, ranging in height from 4 storeys to 14 storeys. Council is currently considering an application for development of 22 storeys at the corner of Queens Parade and Hoddle Street. The growth has largely been concentrated in Precincts 2 and 5. In precinct 2 there have been two significant approvals: <ul style="list-style-type: none"> There has been an approval for a residential building of 31 metres (10 storeys) at 26-52 Queens Parade and an approval for a commercial building of 34.8 metres at 81-89 Queens Parade. In addition, the Gas Works (which is not part of the study area but abuts this precinct), a Development Plan Overlay has been which allows for up to 10 storeys. In precinct 5 there have been three significant approvals: <ul style="list-style-type: none"> The first is at 217-241 Queens Parade which was for a 10 level aged care facility. This building has been constructed. The second is at 243-247 Queens Parade and is for a part 8 and part 11 storey residential building. This building has also been constructed. The third approval is at 249-265 Queens Parade for a 14 storey building. Construction at this site has not yet commenced. There have been two additional planning applications in precinct 5: <ul style="list-style-type: none"> One for an 11 storey residential building at 205-211 Queens Parade (former Clifton Motors). The application at Clifton Motors has been refused by Council and there is a VCAT hearing in the coming months to review Council's decision. Clifton Motors is on the VHR and the heritage permit has been approved by Heritage Victoria. The other at 267-271 Queens Parade on the corner of Hoddle Street for a 22 storey building. The 22 storey proposal is still being considered by Council. <p><u>Context for growth</u></p> <ul style="list-style-type: none"> Queens Parade is identified as a 'neighbourhood activity centre'. Council's approved Housing Strategy identifies the centre as an opportunity for well-located housing growth/renewal, including within a commercial and mixed use area. The strategy identifies parts of Queens Parade as an area for moderate housing growth. Moderate housing growth areas are anticipated to see increased residential densities and housing diversity, however this must respond to existing heritage character.

Attachment 7 - Attachment 7 - Response to Submissions

Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> The Strategy recognises that heritage and other built form provisions will determine the scale and form of this growth. <p><u>Development capacity</u></p> <ul style="list-style-type: none"> To date approximately 1,700 dwellings have been approved in Precincts 2, 5 and the Gasworks site. (Noting no dwellings have been approved for the Gasworks site, however documentation for the Gasworks indicates up to 1,100 dwellings on the site.) Council's Housing Strategy anticipates that approximately 2,000 dwellings are estimated for the centre. Current development trends has seen higher buildings at either end of Queens Parade, with only a small number of lower scale buildings elsewhere in the centre. This "dumb bell" pattern (with taller development at each end and lower development in the middle) has characterised newer development in Queens Parade. The Gasworks, precincts 2 and 5 will contribute almost three quarters of all future dwellings anticipated in Queens Parade. The capacity of precinct 4 to deliver more dwellings is constrained by the narrowness of the lots in the precinct, their varied ownership and the heritage controls. Council anticipates the number of lots to be developed in this precinct to be low. Prior to the introduction of interim DDO16 and 20, there was nothing in the planning scheme guiding the level of development expected for Queens Parade. The amendment seeks to balance heritage considerations and facilitating development and achieve acceptable outcomes in the context of the overall policy framework relevant to activity centres and housing. A key change to the amendment which is proposed in response to submissions is the reduction of height and increase in setbacks in precinct 4 to take more account of heritage. The considerable growth which is being accommodated by precincts 2 and 5 and the former Gas Works enables this shift in favour heritage protection. <p><u>Recommended position:</u> No change to the amendment.</p>

2. Protecting heritage values

Summary of issue raised in submissions	Response and recommended position
<p><u>Maintain the importance of the heritage fabric</u></p> <ul style="list-style-type: none"> An overarching theme was the importance of maintaining the prominence of the existing heritage fabric and the need to ensure that new development does not overwhelm the existing buildings and heritage streetscapes. Many expressed the view that if a 6 storey development were permitted the heritage character and significance of Queens Parade would be lost forever. 	<ul style="list-style-type: none"> The amendment was prepared to address concerns that development occurring in Queens Parade and the absence of controls was threatening the heritage character of the centre, particularly the shopping centre precinct (referred to as precinct 4 in the amendment). The development of the amendment was informed by a heritage study – <i>Queens Parade Built Form Heritage Analysis & Recommendations</i> (December 2017) prepared by GJM Consultants. The purpose of the report was to help ensure that the Built Form Review and the subsequent DDO appropriately responded to the heritage fabric and values of Queens Parade, leading to fully integrated decision-making when considering new development within the Queens Parade.

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Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Other submissions commented that the whole of Queens Parade must be considered a heritage place – not just individual buildings. 	<ul style="list-style-type: none"> The report considered: <ul style="list-style-type: none"> The suitability of the extent of the Heritage Overlays for places and precincts within the Study Area. The heritage grading of each property within the Heritage Overlay in Appendix 8. The currency of the existing Statements of Significance for places and/or precincts to ensure they provide adequate guidance for the management of important heritage features. Places not currently included in the Heritage Overlay but which warrant further consideration for inclusion in the Heritage Overlay. Built form parameters necessary to appropriately manage increased commercial and residential development within the context of the existing heritage place and/or precinct. The amendment proposes a number of changes to the planning scheme to including: <ul style="list-style-type: none"> apply a new Heritage Overlay (HO498 to the terraces at 472-484 Napier Street) update a number of existing heritage overlays, including extending the heritage overlay on some properties, removing it from others revising the heritage grading of some buildings. updating the Statement of Significant and introducing a new reference document into Clause 22.02 of the Yarra Planning Scheme, Yarra High Streets: Statements of Significance by GJM Heritage, October 2017 (updated November 2017) <p><u>Changes to the amendment to better protect heritage fabric</u></p> <ul style="list-style-type: none"> Submitters expressed concerns that the amendment would undermine the heritage values of Queens Parade. They considered that the significance of heritage buildings and the heritage streetscape would be lost; specifically the intact buildings and heritage skyline which are key features of Queens Parade. Their concerns related to the appropriateness of building heights, particularly in precinct 4 and the adequacy of upper level building setbacks and their visibility, also mainly in precinct 4. In particular, submitters want new development in precinct 4 to not be visible from the opposite side of Queens Parade, which has a 60 metre width. Submitters argued that taller development at the former Gas Works as well as in precincts 2 and 5 illustrate that Queens Parade is accommodating its share of new development. They argued that heritage protection should be prioritised in precinct 4. Officers have considered the views put forward by submitters and has amended the heights in precinct 4 to rebalance the controls in favour of heritage. Heights have been reduced from 6 storeys to 4 storeys (21.5 metres to 14 metres). Setbacks have been increased from 6 metres to 8 metres. The reduction in height has been informed by modelling undertaken by Ethos Urban which shows that new development above the shops will be visible above the parapet but the heritage fabric will remain the dominant element in the streetscape and the views to important heritage landmarks (the belfry and spire of St John's and the former ANZ bank) will be protected.

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Summary of issue raised in submissions	Response and recommended position
	<p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Heights in precinct 4 reduced from 21.5 metres to 14 metres and setbacks increased from 6 metres to 8 metres.
<p><u>Implementation of heritage protection through the DDO</u></p> <p><u>Achieving heritage objectives through the DDO</u></p> <ul style="list-style-type: none"> Other submissions were concerned that the proposed controls did not achieve the heritage objectives in the DDO or Council's Heritage Policy eg the DDO encourages demolition of heritage buildings. <p><u>Heritage controls in residential areas v commercial areas</u></p> <ul style="list-style-type: none"> Many noted the same Heritage Overlay applies to shops and dwellings. Their view was Council applies stringent heritage controls in the residential areas. The amendment fails to apply the same high heritage standards should be applied to the shops in Queens Parade. 	<ul style="list-style-type: none"> There is an important distinction between the HO and a DDO. The HO (and the associated policy in the Planning Policy Framework) deals with heritage matters. The DDO deals with built form matters. A planning scheme must be read in its entirety – policy, zones, overlays, particular provisions etc. A DDO is not a one stop shop to include every planning control within it. It can only include matters relevant to the built form. The Heritage Policy at Clause 22.02 makes clear that the retention of a building with an individually significant or contributory grading is encouraged and their demolition is discouraged. The DDO does not encourage the demolition of heritage buildings. It merely determines the form of new buildings if an application is received. The current heritage policy at Clause 22.02 of the Yarra Planning Scheme has a residential focus. The heritage policy in the planning scheme is being rewritten as part of a broader planning scheme rewrite. The revised policy will strengthen protection for commercial and former industrial heritage. It is anticipated that the planning scheme will be on public exhibition in the second half of 2019. To address the shortcomings of commercial heritage in the current heritage policy and to reflect the fact that heritage is an important component of the built form in Queens Parade, the DDO introduced heritage design requirements at clause 2.3 of the schedule. The intention is to remove these requirements from the DDO when the new heritage policy is approved and included in the planning scheme. The heritage design requirements in the DDO seek to ensure that new development is appropriate in the heritage overlay. They address: <ul style="list-style-type: none"> building facades and street frontages for new infill development that adjoins a heritage building adaption of individually significant or contributory buildings upper level development on land within a heritage overlay upper level development on land immediately adjoining a heritage building. <p><u>Recommended position:</u> No change to the amendment.</p>
<p><u>Heritage on Queens Parade v residential amenity to the rear</u></p> <ul style="list-style-type: none"> A small number of residents whose dwellings face onto the rear of properties in Queens Parade want to ensure that their residential amenity is valued equally to that of the heritage on Queens Parade. They expressed concern that new development has been pushed to the rear in order to protect heritage. 	<ul style="list-style-type: none"> The DDO needs to balance the amenity of residential properties to the rear with heritage protection. There are low-rise residential areas adjoining precincts 1, 3 and 4. The DDO needs to ensure that new development does not unduly compromise the residential amenity of adjoining properties through building bulk, overlooking, overshadowing. The revised DDO reduces the height of the buildings in precincts 3 and 4 which will improve the amenity of the residential properties to the rear. It also increases rear setbacks which improves residential amenity to the rear. Clause 58 of the planning scheme applies in the Commercial 1 Zone. It does not include a setback measure, rather it only seeks to limit views into habitable room windows and private open space of new and existing dwellings. The exhibited amendment provided more protection for adjoining residents than is provided by Clause 58. The revisions Council is now supporting following exhibition of the amendment will provide even more protection by increasing the rear setback requirement.

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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> The rear setback is not a mandatory requirement. The B17 setback in ResCode is not a mandatory requirement and the rear setbacks in Queens Parade will not be mandatory either. <p><u>Recommended position:</u> Heights of buildings reduced, rear setbacks increased to better protect residential amenity.</p>
<p><u>Heritage gradings</u></p> <ul style="list-style-type: none"> Around 6 submissions asked that Council review the grading of various buildings in the Heritage Overlay, largely in precinct 4. 	<ul style="list-style-type: none"> GJM was engaged to consider the submissions which called for a review of the heritage gradings and investigate whether there was new evidence presented which could justify a change of grading. In summary, GJM found that there had been no new evidence presented which changed their views about the grading. <p>The details of their review found as follows:</p>
<p><u>Electricity substation</u></p> <ul style="list-style-type: none"> Submitter considered the electricity substation should be individually significant and is comparable to other substations assessed in the Canterbury Heritage Gap Study (2017, Boroondara) as being of individual significance. 	<ul style="list-style-type: none"> Historical research and comparative analysis was undertaken to inform GJM's assessment of this place. Other similar comparative examples within the City of Yarra are at most graded contributory within a heritage precinct. As the building does not exist within a heritage precinct, the recommendation not to include in the Heritage Overlay on an individual basis is considered reasonable and appropriate.
<p><u>15-33 Queens Parade</u></p> <ul style="list-style-type: none"> Submitter argued that the Former Bennett Hay and Corn Store is incorrectly described as a post-war showroom/warehouse building. It actually dates from the 1870s – the original bluestone entrance paving is still visible and some of the original timber roof trusses remain. The submission considers it should have a higher grading. 	<ul style="list-style-type: none"> The reference to a 'post-war showroom/warehouse building' within the study relates to the property at the corner of Queens Parade and Smith Street, not no. 15-33 Queens Parade. 15-33 Queens Parade has been highly modified and no longer reads as a nineteenth century building. Despite the retention of original roof trusses, its contribution to HO317 is negligible and a change to its current non-contributory grading is not supported.
<p><u>7-11 Queens Parade</u></p> <ul style="list-style-type: none"> Currently graded contributory, proposed to be re-graded not-contributory. Submitter argued that while they were somewhat altered, they are no more so than 43 Queens Parade which remains contributory and that the Victorian shop fronts are read as part of the heritage precinct in the overall scheme. 	<ul style="list-style-type: none"> GJM advised that the commercial Victorian-era buildings at 7, 9 and 11 Queens Parade are currently identified as contributory within HO317. These simple and altered buildings are bookended by two large 'not contributory' sites at 1-5 Queens Parade and 15-33 Queens Parade and their contribution to the HO317 is considered to be minimal. Nos. 9 & 11 are isolated Victorian buildings and do not read as part of the heritage precinct. GJM also advises that while nos. 9-11 retain their Victorian architectural detailing at the first level, the shops have been heavily altered at the ground level. This, combined with their isolated location in a heritage context, means that they make little to no contribution to the heritage precinct. 43 Queens Parade has been altered to a lesser degree and is still highly legible as a Victorian terrace house. Furthermore, it does not stand in isolation from other heritage buildings, but is one of a row of contributory buildings.
<p><u>324 Queens Parade</u></p> <ul style="list-style-type: none"> Submitter says the 'not contributory' grading is a mistake and that the building 'still stands in its entirety except for replacement of windows. 	<ul style="list-style-type: none"> While the building 'stands in its entirety', GJM advises the legibility of this building as a nineteenth shop front has been greatly diminished through the modifications to the façade.

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Summary of issue raised in submissions	Response and recommended position
<u>308-324 Queens Parade</u> <ul style="list-style-type: none"> Submitter says the whole row of shops should be individually significant, not solely 314 Queens Parade. Built by Jeremiah Ryan between 1883 and 1886, they are a 'fine example of Victoria buildings built in the 1880s and clearly form part of Queens Parade's heritage'. 	<ul style="list-style-type: none"> GJM advises the row of shops at 308-324 Queens Parade do not read as a cohesive grouping and are not considered to warrant individual significance, either as individual places or as a grouping. With the exception of no. 314, each shop is comparable to other contributory shop front along Queens Parade. In comparison, the individually significant Campi's Buildings on the opposite side of Queens Parade are a highly intact and cohesive row of shops designed by architects, Twentyman & Askew.
<u>390A Queens Parade</u> <ul style="list-style-type: none"> Submitter submits this property is significant. 	<ul style="list-style-type: none"> 390A Queens Parade is included in HO327 but is currently ungraded. GJM recommends that the building in the NE corner of the site be graded 'contributory' for the reasons outlined in its December 2017 report.
<u>Grading of various other Queens Parade properties</u> <ul style="list-style-type: none"> Submitter considers that the following buildings warrant a grading of individually significant. The contributory grading is not adequately protecting sites on Queens Parade from adverse development. Individual significance leads to better outcomes. <ul style="list-style-type: none"> No. 97-99 No. 101 No. 105 No. 127 No. 191 No. 270 No. 274 No. 336-38 Campi's Buildings Ryan's Buildings 	<ul style="list-style-type: none"> GJM advises that of the 10 properties identified, seven of them are already graded individually significant. Nos. 101 and 191 are contributory, as are the majority of Ryan's Buildings. No. 191 is a characteristic example of a two-storey Victorian terrace and its contributory grading is consistent with that of other similar buildings in the precinct. The contributory grading of No. 101 is also considered to be consistent with that of other buildings in the precinct and its grading is considered appropriate.
<u>330 Queens Parade</u> <ul style="list-style-type: none"> Submitters contend the property is not listed as having a heritage corner, and should be recognised as such. It also requires more protection. 	<ul style="list-style-type: none"> GJM advises this property does not warrant an elevated status to 'individually significant'. Its 'contributory' grading is consistent with that of other buildings in the precinct and is considered appropriate.
<u>189, 193 and 197 Queens Parade</u> <ul style="list-style-type: none"> Submitters advised that these are the last remaining heritage places in the City of Yarra associated with the Kimpton family and their flour mills and their grading should be reviewed. 	<ul style="list-style-type: none"> 189 is a small terrace house, set back from Queens Parade. 193 is a single-storey shop. 197 is an open site currently used for the sale of garden accessories. GJM advises while these buildings might be related to the Kimpton family and their flour mills, the remaining fabric does not clearly or readily demonstrate that association.

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Summary of issue raised in submissions	Response and recommended position
<p><u>Mayors Park</u></p> <ul style="list-style-type: none"> Submitter contends that a significant landscape and heritage overlay is required. 	<ul style="list-style-type: none"> Mayors Park lies outside the study area and for this reason does not form part of the current project.
<p><u>Recognition of important heritage features</u></p> <ul style="list-style-type: none"> One submission called for a “significance upgrade” of heritage features such as chimneys and staircases. 	<ul style="list-style-type: none"> As part of the heritage work undertaken by GJM in Queens Parade, a new statement of significance has been prepared to address the lack of description of contributory elements in the current statement. The new statement will be included in the planning scheme in the reference document entitled <i>Yarra High Streets Statement of Significance October 2017</i>. The “what is significant?” section in the statement has been updated to help better identify those elements that contribute to the significance of the precinct and assist in the assessment of planning permits. The list of elements that contribute to the significance of the place are included below and includes reference to decorative chimneys (underlined for ease of reference): <ul style="list-style-type: none"> <i>Elements that contribute to the significance of the place include (but are not limited to):</i> <ul style="list-style-type: none"> <i>The wide, open boulevard character with associated landscaping (including Raines Reserve, the planted medians, bluestone pitched road paving, crossings, stone kerbs and channels, and asphalt paved footpaths).</i> <i>Views afforded to significant buildings in and beyond the precinct (St John the Baptist Church, former ANZ Bank building, and former United Kingdom Hotel)</i> <i>The consistent Victorian and Edwardian commercial character of the precinct, which includes:</i> <ul style="list-style-type: none"> <i>A consistent two-storey scale with some single-storey buildings</i> <i>A variety of simple and some highly decorative façade parapets, with pitched roofs behind</i> <i>No front or side setbacks</i> <i>Face red brick or rendered walls</i> <i>Rendered window frames, sills and hoods to upper stories</i> <i>Rendered ornament to upper stories</i> <i>Brickwork with corbelled capping courses</i> <i>Strong horizontal lines formed by parapets, cornices, string courses</i> <i>Repetitive upper floor fenestration patterns</i> <i>Corrugated iron, slate and terracotta tiled roof cladding</i> <i><u>Decorative chimneys (some with pots)</u></i> <i>Original post-supported street verandahs</i> <i>Shop fronts with display windows, timber or tiled plinths, and entry recesses.</i> <i>The predominantly Edwardian residential character at the north-eastern end, which includes:</i> <ul style="list-style-type: none"> <i>Steeply pitched gabled or hipped roofs, predominantly with terracotta tiles and terracotta ridge capping and/or finials</i> <i>Prominent, often highly decorative brick chimneys</i> <i>Prominent gable ends</i> <i>Predominantly red brick construction</i> <i>Front gardens</i> <p>See below (internal heritage controls) in relation to staircases.</p> <p><u>Recommended position:</u> No change to the amendment.</p>

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Summary of issue raised in submissions	Response and recommended position
<p><u>Internal heritage controls</u></p> <p>One submission recommended that internal controls are applied.</p>	<ul style="list-style-type: none"> There are no internal controls included in HO330, hence features like staircases and fireplaces are not listed among the contributory features. Internal alteration controls are usually only applied to semi-public buildings such as churches and theatres. Planning Practice Note 1 Applying the Heritage Overlay states internal controls <i>should be applied sparingly and on a selective basis to special interiors of high significance.</i> <p><u>Recommended position:</u> No change to the amendment.</p>

3. Visibility above the parapet and upper level setbacks

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> The need for greater upper level setbacks was also raised as an important issue. The issue was largely focused on precinct 4 and was driven by the desire to reduce the visibility of new upper level development. Concerns were expressed about the 1:1 visibility test. Submitters said that it resulted in new development that dominated the street. Submitters identified the need to maintain the prominence of the existing buildings and reduce the visibility of new additions. A large number of submitters also spoke of their desire to see the heritage parapets remain visible with blue sky behind. They were concerned the 6 metre upper level setback would lead to facadism and not maintain enough heritage fabric. They were also concerned that the heritage would be overwhelmed by the new building behind. Alternative setbacks of 8, 10 and 12 metres were proposed. The Coalition of Heritage Protection in Queens Parade proposed varied setbacks depending on the heritage grading of the building. They recommended new development on buildings with a "contributory" heritage grading must be set back by the extent of the principal roof or 10 metres, whichever is the greater. They recommended individually significant buildings should be retained in their entirety. 	<p><u>Visibility of upper levels</u></p> <ul style="list-style-type: none"> Visibility of upper levels was identified as a significant issue by submitters in precinct 4 with a high proportion of submitters mentioning a desire to retain blue sky behind the heritage parapets. The Statement of Significance for HO330 identifies nine specific elements which contribute to the significance of the Victorian and Edwardian shops in Queens Parade. Façade parapets are one of those elements. Council has sought to protect the parapet by mandating an upper level setback and maintaining the predominant double-storey street wall height. However the Statement of Significance does not identify the parapet as having to have clear sky behind it in order for it to be an important contributory element. (Noting the Statement of Significance has been updated as part of Amendment C231.) Submitters also expressed concern, again principally in relation to precinct 4, that the 1:1 ratio that had been used in the amendment resulted in development that was dominant. GJM in their heritage report recommended Council apply a 1:1 ratio in overall determining heights. The purpose of the 1:1 ratio was to ensure that new development is no greater than the volume of the heritage façade and does not visually dominate the existing heritage street wall when the site is viewed from the opposite side of the Queens Parade boulevard. It is noted that DDOs in other schemes have used visibility ratios. For example, ¼ : ¼ guidance in DDO18 of the Moreland Planning Scheme. However given the 60m width of the Queens Parade boulevard this was not considered a useful model. The 1:1 ratio itself is not a requirement in the DDO, except in precinct 5, where the 1:1 ratio applies to the former Clifton Motors. However the ratio was used by Hansen to inform building heights in other precincts such as Precinct 4. A key driver of the exhibited amendment is the need to provide an appropriate balance between heritage retention and the creation of a reasonable development envelope. No visibility is not considered a reasonable outcome. Officers do not consider full concealment of the upper levels is required to retain the heritage values of HO330. Additionally full concealment is not supported by policy. Heritage Overlay and Council's Heritage Policy anticipates that upper levels will be visible. Clause 22.02-5.7.1 does not require total concealment. The policy includes policy that alterations and additions 'be visually recessive and not dominate a heritage place.'

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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> It is also noted that examples of development where the upper levels will be visible have been approved in precinct 4 eg at 101 Queens Parade and at 388 Queens Parade. The development at 137-139 Queens Parade (abutting the Rubber Duck café was approved at four storeys. In the VCAT hearing for the development, Intellect Projects Pty Ltd vs Yarra CC. 2012 VCAT 537, VCAT Member Sibonis noted "I am not suggesting that this [fourth] level will need to be invisible. Indeed this could not be achieved given the width of Queens Parade." To achieve no visibility, buildings must be limited to three storeys with the third level substantially set back. Depending on the height of the parapet this could mean substantial setbacks of up to 20m on sites which are 30-35m deep. Additionally buildings then need to step back from the rear boundary (in response to amenity concerns from properties at the rear. These substantial front and rear setbacks could in small or in some cases, unusable floor plates at the uppermost level eg 5-8m. <p><u>Upper level setbacks</u></p> <ul style="list-style-type: none"> The amendment seeks to create a visual distinction between the lower (street-wall) levels and upper levels of a building through setbacks / recessed development, well-articulated design and the use of varying materials and colour. They are also critical in maintaining the primacy of heritage places. Generally a 6m upper level setback has been applied across Queens Parade. In some cases, this has been applied as a mandatory control (eg in precinct 4). In the majority of cases, upper level setbacks have been applied as preferred controls. However for heritage streetscapes and clusters of heritage streetscapes, these setbacks have been made mandatory to ensure upper levels do not visually dominate heritage places. <p><u>Upper level setbacks in specific precincts</u></p> <p><u>Precinct 1</u></p> <ul style="list-style-type: none"> The upper level setback was exhibited at 5 metres for the heritage property at 460 Brunswick Street and 6 metres for the rest of the precinct. It is proposed to increase the 5m upper level setback to 6 metres to make the setback consistent with the rest of the precinct and other upper level setbacks along Queens Parade. <p><u>Precinct 2C</u></p> <ul style="list-style-type: none"> The upper level setback was exhibited at 5 metres. Proposed revisions to the DDO increase this to 6 metres to make the setback consistent with other upper level setbacks along Queens Parade. <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> It is recommended that setbacks proposed are increased from 6 to 8 metres to make the upper levels of new development more recessive and maintain the character of the existing heritage streetscape. An 8 metre minimum is an improved heritage outcome ensuring a larger proportion of the principal building roof is retained. The outcome also ensures that the parapets / silhouettes of buildings remain prominent with the greater retention of key building elements including chimneys. Officers do not support the Coalition's proposal to vary upper level setbacks further. The proposed new 8 metre setback as a mandatory minimum requirement appropriately responds to the heritage context of the Queens Parade precinct.

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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> Queens Parade is 60 metres wide, substantially wider than other “high streets” in Yarra’s activity centres. Given the width of the boulevard, some visibility of upper level development is to be expected. As noted above: <ul style="list-style-type: none"> Requiring upper level development to be invisible in a Neighbourhood Activity Centre is very restrictive and sets the bar too high for new development. The concept of no visibility is not supported in planning nor heritage policy, neither is it a usual test in activity centres or applied to residential areas. There are already a number of 4 and 5 storey approvals in this precinct which do not achieve this outcome. Officers suggest that a reduction in height and an increasing of the setbacks requirements as outlined above strikes an acceptable balance between providing good heritage protection and reasonable development capacity within the activity centre. In the exhibited amendment, the mandatory upper level setbacks pertained to the significant streetscape area. This is now proposed to be removed. This change would not diminish the outcomes sought for the street but aligns with a recommendation from the Johnston Street Panel (Amendment C220) which recommended the upper level setback controls should apply equally to all properties in the Heritage Overlay. There are some atypical buildings in the precinct which have a more residential roof form which will be recognised in the precinct objectives. The heritage design requirements have been expanded to include criteria to outline if and when, in certain circumstances, the setback could be increased to more than the mandatory minimum. <p><u>Precinct 5B</u></p> <ul style="list-style-type: none"> The upper level setback was exhibited at 6m mandatory for the Clifton Motors and 203 Queens Parade. Other upper level setbacks in that sub-precinct were preferred (6m). In response to submissions and concerns about the impacts of the heritage significance of Clifton Motors, it is proposed to increase this upper level setback to 8 metres. These requirements will retain it as a significant heritage building in the streetscape. It would remain a mandatory control. It is also proposed to delete the 1:1 ratio for this site (however this is proposed to be converted to a maximum building height which achieve the same outcome. <p><u>Precinct 5C</u></p> <ul style="list-style-type: none"> The upper level setback was exhibited at 10 metres. The street wall height has been lowered from 36 metres to 18 metres. Officers consider that a street wall of 36 metres would likely have caused wind down drafts in this exposed location and consequently have reduced the street wall height accordingly. It will also provide new buildings with a better relationship to the street. . Consequently, the upper level setback has been reduced from 10 metres to 6 metres.

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Summary of issue raised in submissions	Response and recommended position
	<p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Precinct 1 – Increase upper level setbacks from 5 metres to 6 metres. Precinct 2C – Increase upper level setbacks from 5 metres to 6 metres. Precinct 4 – Increase upper level setbacks from 6 metres to 8 metres. Precinct 5B – Increase upper level setbacks from 5 metres to 6 metres. Precinct 5C - Reduce upper level setbacks from 10 metres to 6 metres.

4. Building height

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> There was a strong message that taller buildings are not supported in the centre. A number of submissions commented on the adverse impacts of recently constructed taller developments (eg Clifton Views, 217-241 Queens Parade in Precinct 5). The proposed maximum height of 6 storeys in Precinct 4 – the Activity Centre Precinct attracted the most submissions. Almost all submitters to the amendment did not support 6 storeys in this Precinct. Only one submitter explicitly supported the proposed height. A range of alternative heights for Precinct 4 were suggested in submissions, including retaining the current two storey scale, three, four or five storeys. There was an emphasis in some submissions that there should be no visibility of new development above the parapet. In Precinct 2, a submitter said the height limit should be 8 storeys instead of 28 metres. The recent approval of a building of 34.8 metres demonstrates this height can be accommodated. In Precinct 5, a range of other heights were proposed up to a maximum of 14 storeys. However strong concerns were expressed 	<p><u>Background</u></p> <ul style="list-style-type: none"> The residential zones include mandatory height limits – 9 metres in the Neighbourhood Residential Zone and 11 metres in the General Residential Zone. However the commercial and mixed use zones do not include height limits. The introduction of height limits along Queens Parade is one of the reasons Council is pursuing a Design and Development Overlay (DDO). Until the application of interim height controls, there were no height controls which apply across the Queens Parade Activity Centre. A key aim of Amendment C231 is to apply height and other built form outcomes on a permanent basis as the interim controls will lapse in January 2020. A Built Form Analysis, <i>Queens Parade, Clifton Hill Built Form Review</i> (December 2017) was undertaken by Hansen Partnership. This work underpins Amendment C231 and DDO16. <ul style="list-style-type: none"> Building heights in Queens Parade seek to ensure the scale of new development: <ul style="list-style-type: none"> is sensitive to the intact heritage streetscapes, clusters of heritage buildings and individual heritage buildings. contributes positively to the amenity, vibrancy and preferred built form character of each Precinct. strengthens the boulevard character of Queens Parade. achieves a transition down in scale to established residential areas. A range of building heights and setbacks are proposed to respond to the highly varied built form and land use contexts along Queens Parade, with higher scale development contained to the precinct 2 and precinct 5. Maximum (discretionary heights) of 8-14 storeys are proposed for these areas. Outside of the DDO area, development of up to 10 storeys is proposed for the former Gasworks site.

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<p>about the impacts of height on its prominent moderne heritage buildings eg Clifton Motors, former UK Hotel.</p>	<ul style="list-style-type: none"> Proposed building heights across the balance of the Precinct generally vary between 3 and 6 storeys, with these heights established based on the surrounding heritage and built form context, interface conditions and site characteristics (size / depth). <p><u>Heights in specific precincts</u></p> <p><u>Precinct 2C</u></p> <ul style="list-style-type: none"> The Department of Environment, Land, Water and Planning (DELWP) does not allow heights to be expressed in storeys in a DDO; they must be expressed in metres. The 28 metre height limit is preferred, not mandatory. The building at 34.8 metres (8 commercial storeys) has been approved The difference in floor to ceiling heights between a commercial building and a residential building is noted. However the scale is considered appropriate and no change is recommended to this height as it is a preferred height. <p><u>Precinct 3</u></p> <ul style="list-style-type: none"> Precinct 3 is proposed to be divided into two sub-precincts. Precinct 3A contains the properties orientated to Queens Parade and on the corner of Smith Street. The heritage shops including the former fire station in Smith Street have been included in a newly created sub precinct 3B which seeks to recognise the heritage values of this part of the precinct. Building heights in 3A remain at 18 metres but the height is proposed to be mandatory instead of the preferred height exhibited. Building heights in 3B have been reduced to 14 metres (mandatory) which is the same height as the shops in precinct 4. This reduced height will achieve a more recessive and improved heritage outcome than 5 storeys. <p><u>Precinct 4</u></p> <ul style="list-style-type: none"> In response to the submissions and the further testing undertaken, it is recommended that building heights in precinct 4 are reduced from 6 storeys mandatory to 4 storeys mandatory ie 21.5 metres (6 storeys) to 14 metres (4 storeys). Officers note that 6 storeys was intended as an overall building height 'cap' to prevent excessive development and it was not intended to indicate that every site could be built to 6 storeys. Given the mix of property sizes and constraints, buildings would most likely range in height from 4-6 storey. However, officers consider that the additional testing that has been undertaken for this precinct shows that a 4 storey height can be justified as it reduces the visual impact of new development and better respects the heritage significance of the building façades as they present to Queens Parade. The "no visibility" option of two or three storeys is too restrictive in a Neighbourhood Activity Centre. It would restrict development to one additional storey or possibly a fourth level with a very substantial setback. Such an option does not represent a balanced outcome and is not supported. It is considered that the height reduction would not substantially reduce the development capacity of the wider Queens Parade activity centre (given larger scale development is occurring in precincts 2 and 5 and on the Gasworks sites). The recommended changes would give greater weight to heritage, but balance this with reasonable development capacity.

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Summary of issue raised in submissions	Response and recommended position
	<p><u>Precinct 5A</u></p> <ul style="list-style-type: none"> The only building in the sub-precinct is the former UK Hotel and the only parcel of land available for future development is the car park area on Dummett Crescent. Building height is proposed to be reduced from 18 metres to 11 metres. It is also proposed to change this height from a preferred to mandatory maximum height. The height will match the height of the eaves of the former UK Hotel and recognise it as a significant local landmark which is on the Victorian Heritage Register. <p><u>Precinct 5B</u></p> <ul style="list-style-type: none"> Building heights in this sub-precinct are determined by a 1:1 street wall to overall building height, with a maximum preferred height of 28m. The purpose of the ratio is ensure that development to the rear does not dominate Clifton Motors, a significant local landmark on the Victorian Heritage Register. The preferred 1:1 building wall requirement (which is complex to interpret) has been replaced with the 18 metre mandatory height for properties fronting Queens Parade. The 18m height reflects the maximum height which could be achieved using the 1:1 ratio. A mandatory building height is proposed for these properties. The exhibited preferred height of 28m would continue to apply to lots at 4-10 Dummett Crescent. <p><u>Precinct 5C</u></p> <ul style="list-style-type: none"> The building height has been reduced from 49 metres to 43 metres. This reflects a recalibration of the floor to floor heights which were used as the basis of the amendment. The exhibited amendment calculated residential floor to floor heights of 3.5 metres. A more realistic floor to floor height of 3 metres has been used. <p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Precinct 3 – Reduce building heights for 652-662 Smith Street from 18m (5 storeys) to 14m (4 storeys). For the remainder of the precinct, change the 18m (5 storeys) from a preferred to a mandatory maximum height. Precinct 4 – Reduce building heights from 21m (6 storeys) mandatory to 14m (4 storeys) mandatory Precinct 5A – Reduce building heights from 18m (5 storeys) preferred to 11m (3 storeys) mandatory. Precinct 5B – Delete the 1:1 street wall to height control. Apply an 18m (5 storey) mandatory height to 203- Queens Parade and retain the preferred 28m (8 storey) height at 4-10 Dummett Crescent. Precinct 5C – Reduce building heights from 49m to 43m preferred.

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5. Variations to height and setbacks recommended by consultants

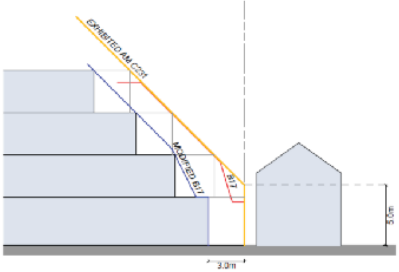
Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A few submitters identified differences between the exhibited heights and strategic work for the centre produced over the past two years. These differences mainly related to Precinct 4 and included: <ul style="list-style-type: none"> Initial consultant work from February 2017 to support the interim controls for the western end of Queens Parade recommended 4 storeys (with an 8 metre upper level setback) for the rest of the centre. Updated consultant work from December 2017 for the entire centre (to support the permanent controls) recommended 5 storeys and a 6 metre upper level setback in the final draft. The exhibited amendment recommended 6 storeys and 6 metre upper level setback. 	<ul style="list-style-type: none"> The strategic work that underpins Amendment C231 began in late 2016. Its initial focus was on the 'Gurner' site at 26-52 Queens Parade and western end of Queens Parade. Hansen Partnership was engaged to provide urban design advice to Council to inform the application of interim planning controls over the 'Gurner' site at 26-52 Queens Parade and western end of Queens Parade, prior to a VCAT hearing. While the detailed work was focused on the western end of Queens Parade, Hansen undertook a strategic assessment and prepared strategic directions for the whole of Queens Parade. The purpose of this was to inform the work in precincts 1 and 2 and to help justify the request for interim controls to the Department of Environment, Land, Water and Planning and the Minister for Planning. Hansen's initial advice (dated February 2017) recommended a four storey maximum height for precinct 4. However this advice was a preliminary view and detailed testing for the main retail strip of Queens Parade was not carried out. Detailed modelling and testing was focused on the Gurner site. Following more detailed analysis, including built form testing during 2017, in its final report dated December 2017 Hansen recommended a five storey maximum apply to precinct 4.
<ul style="list-style-type: none"> Some submitters noted that on 22 November 2016 Council resolved to request the Minister for Planning introduce interim controls to historic shopping streets which included a maximum height limit of 11.5 metres and a 10 metre upper level setback. 	<ul style="list-style-type: none"> This report provided the basis for interim controls sought by Council for the remainder of the Queens Parade activity centre. Noting the December 2017 report did not recommend mandatory controls for precinct 4. A key aim of Council was to secure planning controls that provided greater certainty about the future scale of development. A mandatory 6 storey height was therefore proposed in Council's request for interim controls and exhibited as part of Amendment C231. 6 storeys would allow for an additional level of built form which may have been permitted under a preferred height of 5 storeys. Following the receipt of submissions, further modelling was undertaken to test a variety of options as outlined in the submissions. The modelling has informed the changes that officers recommend be proposed to the panel in relation to heights and setbacks within precinct 4 and other built form changes within other precincts and it is proposed to reduce building heights and increase upper level setbacks in response to submissions in precinct 4. <p><u>Recommended position:</u> No change to the amendment. Noting proposed reduction in height in precinct 4 and increase in upper level setbacks. See Part 3 for further details.</p>

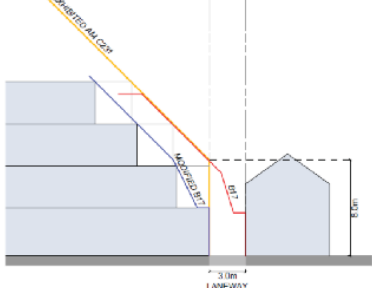
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6. Impact on amenity and residential development to the rear

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Strong concerns were expressed about the negative impact of taller development on the low scale and well-established residential areas and dwellings to the side/rear. Submitter concerns included: <ul style="list-style-type: none"> loss of privacy through overlooking overshadowing of private open space, living areas and solar panels impacts of building bulk wind-tunnel effect in laneways. A number submitted that the proposed setbacks in the amendment were not adequate to protect the amenity of residents which abutted the commercial strip. They consider Res Code Standard B17 – side and rear setbacks offers a better alternative. A small number of residents whose dwellings face onto the rear of properties in Queens Parade want to ensure that their residential amenity is valued equally to that of the heritage on Queens Parade. They expressed concern that new development has been pushed to the rear in order to protect heritage. One submitter commented on disparities in consultant reports where setbacks on lanes were measured from. 	<ul style="list-style-type: none"> There are low-rise residential areas adjoining precincts 1, 2A, 3 and 4. At these interfaces, amenity issues of overlooking, overshadowing and visual bulk must be carefully addressed to maintain the amenity enjoyed by these established residential areas. The DDO needs to ensure that new development does not unduly compromise the residential amenity of adjoining properties through building bulk, overlooking, overshadowing. It must balance the amenity of residential properties to the rear with heritage protection and acceptable development outcomes. The DDO includes rear setback controls designed to protect residential amenity. It also includes a general design objective <i>‘to ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.’</i> In addition, the DDO includes a decision guideline the responsible authority to consider <i>whether side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.</i> The complex interface conditions of the Precinct mean that in many locations a lower scale of built form must be adopted, and the recommended building heights and setbacks have been prepared to take this into account. <p><u>Side and rear setbacks</u> <u>Precincts 3 & 4</u></p> <ul style="list-style-type: none"> A number of submitters, particularly in Hodgkinson and McKean Streets that directly adjoin the centre expressed concerns about the impacts of 6 storey development on their amenity. Key concerns were overlooking, building bulk and overshadowing. The exhibited amendment had differing setbacks depending on whether the property abuts a laneway: In the case where there is a laneway, development could be built to a height of 8 metres (2 storeys) on the boundary and must then have been set back 45° above the 8 metres. In the case where there is no laneway, development could be built to a height of 5 metres on the boundary and must then have been set back 45° above the 5 metres. In situations where there is no laneway, the proposed control was largely comparable to the B17 setback included at Clause 55.04-1 of the Yarra Planning Scheme. This control seeks to <i>ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</i> In situations where there is a laneway, the B17 standard provides better amenity for the abutting dwellings as the lane effectively provides a 3m setback.

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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> A number of submissions suggested that the ResCode B17 setback is a better alternative. In the case where there is a laneway that separates the commercial and residential land, the B17 setback line would set development back further (see diagram below). Officers are persuaded that rear setbacks could be amended in a manner similar to B17 to provide improved residential amenity to the rear. ResCode Standard B17 only applies to developments of up to four storeys and it only applies in residential zones (NRZ, GRZ, MUZ); it does not apply in commercial zones. Clause 58 applies in the Commercial 1 Zone. It does not include a setback measure, rather it only seeks to limit views into habitable room windows and private open space of new and existing dwellings. The exhibited amendment provided more protection for adjoining residents than is provided by Clause 58. Officers support recommending changes to the rear setbacks and consider a standard similar to the setback requirement of B17 would provide improved residential amenity to the rear. Officers also consider that there is a need to provide greater protection for residential amenity in the case where there is no laneway separating the new development on the Commercial 1 land from existing residential development. In the case where there is a laneway separating the residential and commercial land, a modified ResCode Standard B17 setback is proposed. This would enable development up to 4 metres in height to be built on the boundary with the lane. The building would then step back in height away from the boundary. The key change from ResCode is the modified standard provides for a 4 metre commercial ground floor rather than a 3.6 metre ground floor. In the case where there is no laneway, officers recommend a three metre setback at ground level. The modified B17 standard as described above is then applied. The three metre setback would provide the same level of protection provided by a 3 metre laneway. The application of a rear ground level setback where there is no lane has been applied in other DDOs across Melbourne. Residents have expressed a preference to have this control mandatory, however B17 is not a mandatory control when it is applied in residential zones and consequently could not be applied as mandatory in this situation.  <p>No laneway to the rear</p>

Summary of issue raised in submissions	Response and recommended position
	 <p>Laneway to the rear</p> <p><u>Precincts 2C, 2B, 5B and 5C</u></p> <ul style="list-style-type: none"> A submission in precinct 2D expressed concerns about the application of the ResCode B17 standard (a residential standard) in a commercial 2 zone (where residential development is not permitted). Other submissions identified concerns about building bulk, massing and amenity outcomes particularly for occupants of new dwellings in the mid and high rise portions of precinct 5. New side and rear setbacks have been included in the preferred DDO. A 3 metre setback for non-habitable room window and a 4.5 metre setback from habitable room windows from the property boundary for upper levels is proposed. This standard has been applied to other areas of Yarra and was supposed by the Amendment C220 Panel for Johnston Street.

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Summary of issue raised in submissions	Response and recommended position
	<div data-bbox="1037 411 1668 683"> </div> <p data-bbox="1005 703 1758 743">3m where non-habitable room / commercial windows are proposed 4.5m where habitable room windows are proposed</p> <p data-bbox="960 751 1095 770"><u>Privacy/overlooking</u></p> <ul data-bbox="960 770 1803 922" style="list-style-type: none"> • For apartment developments in the Commercial 1 Zone, Clause 58 Apartment Developments applies. It does not specify a preferred separation distance as ResCode does for single dwellings or more than two dwellings on a lot. • Clause 58.04-1 seeks to “limit views into habitable room windows and private open space of new and existing dwellings.” Buildings should be set back from side and rear boundaries to “avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.” • While privacy and overlooking issues are addressed at the planning application stage, proposed changes to the rear interface will serve to set the building further back of the boundary where there is no lane. <p data-bbox="960 930 1068 949"><u>Overshadowing</u></p> <ul data-bbox="960 949 1803 1153" style="list-style-type: none"> • As exhibited DDO16 does not include any specific overshadowing controls. However building heights and rear setbacks in precincts 3 and 4 were designed to minimise overshadowing at the equinox (22 September). • ResCode which applies to single dwellings and two or more dwellings but not apartments seeks to protect private open space from overshadowing at the equinox (Overshadowing open space – Standards A14 and B21). It requires a minimum of five hours of sunlight between 9am and 3pm over 75 percent of the site. • Clause 58 which applies to apartment buildings does not address overshadowing of adjoining properties. • In addition to changes to the rear setback, officers are proposing to include a specific overshadowing control in precincts 3 and 4 to protect adjoining residential properties from additional overshadowing at the equinox, which is the accepted urban design standard to apply when assessing overshadowing.

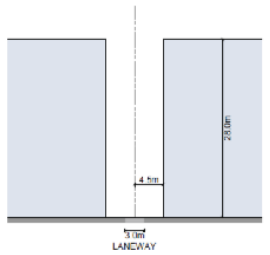
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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> The overshadowing control is proposed as a preferred control. Noting B14 on which the overshadowing control in the DDO is based is not a mandatory control when it is applied in residential zones and consequently could not be applied as mandatory in this situation. <p><u>Impacts of building bulk</u></p> <ul style="list-style-type: none"> The proposed reductions in heights in precinct 4 and increases to rear setbacks where there is not a laneway will lessen the impact of development to the rear. Nevertheless, at the rear interface, these amenity issues must be carefully addressed to ensure new development does not overwhelm existing properties. <p><u>Recommended position:</u></p> <p>Include requirements for side and rear setbacks in precincts 2C, 2D, 5B and 5C. Apply equinox overshadowing controls in precincts 3 and 4.</p>

7. Setbacks on land in Commercial 2 Zone

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Setbacks on land in the Commercial 2 Zone (C2Z) were also raised. The amendment proposes Res Code B17 setbacks but a land owner argues that B17 setbacks are only suited in a residential context where Res Code applies (ie up to 4 storeys) and are totally inappropriate in a C2Z context as commercial floor heights are higher than residential floor heights. 	<ul style="list-style-type: none"> Submission 9 raised the issue of setbacks on Commercial 2 zoned land. Res Code Standard B17 setbacks work best in residential context and the DDO should be amended to acknowledge the Commercial 2 zoning. In Precincts 2B and 2C, rear setbacks of 4.5 metres from the centre of the lane are proposed. This would provide a 2-3 metre setback from the property boundary (depending on the width of the existing lane) and would provide a transition of scale and provide a building separation of 9 metres which would avoid the need for screening of windows.

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Summary of issue raised in submissions	Response and recommended position
	 <p>4.5m setback from centreline of a laneway</p> <p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Remove reference to Standard B17 setbacks from the C2Z land in precinct 2. Replace with a building separation requirement of 4.5 metres measured from the centre of the laneway Apply a separation distance of 4.5m for habitable room windows and 3m for non-habitable room / commercial windows for upper levels.

8. Impact on the public realm

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Submitters were also concerned about impacts on the public realm through loss of heritage, increased overshadowing, wind and building bulk of an inappropriate scale. Concerns about loss of views of the centre from residential properties, streets (eg McKean Street) or Rushall Station were also raised. The effects of recently constructed buildings in Precinct 5 on views was commented upon. One submitter supported the building separation controls as they will allow for greater visual variety in the streetscape. 	<ul style="list-style-type: none"> The quality of the public realm is a key element of Queens Parade. This public realm ranges from the wide boulevard, canopy trees, and wide grassy verges at the western end to the pedestrian friendly, low scale fine grained heritage shopping strip. Amendment C231 includes a number of provisions which seek to enhance the Precinct's public realm, including overshadowing controls for key public spaces that could be affected by development and wind effects. It also addresses building facades and street frontages. The provisions in the DDO are supported by policy and provisions elsewhere in the planning scheme such as Clause 22.10 Built Form and Design Policy which seeks to ensure ground level street frontage of new development should provide a high level of pedestrian amenity and visual interest.

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Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A number of submitters considered the amendment should consider building quality and materials. Comments were made about building finishes and materials particularly in Precinct 5. 	<p><u>Overshadowing of the public realm</u></p> <ul style="list-style-type: none"> The exhibited DDO includes an overshadowing control for Napier Reserve to prevent overshadowing from development at 26-52 Queens Parade. However further testing of the proposed building heights has shown that development in precincts 2B (formerly 2D) and 2C could overshadow the reserve at 9am if constructed to the maximum building heights. Consequently it is proposed to apply the overshadowing control that applies in precinct 2A to these additional precincts. <p><u>Wind</u></p> <ul style="list-style-type: none"> The exhibited DDO includes a decision guideline which requires consideration of the 'wind effects created by the development'. Expert wind evidence provided to the Johnston Street Panel hearing (Amendment C220) identified that negative wind impacts are possible from buildings around 15m high. The wind evidence also identified that it important to ensure upper levels are sufficient to avoid wind down draughts. It also recommended there should be gaps between higher elements to avoid continuous walls of buildings that promote down drafts. Application requirements have been added which will include a requirement for a wind report for buildings over 20m in height. This is mainly apply in precincts 2 and 5 where building heights of over 20m are expected. Proposed changes to building separation will also assist in the management of wind effects. <p><u>Loss of views</u></p> <ul style="list-style-type: none"> The planning system does not protect views from private property. The issue was dealt with by the High Court in <i>Victoria Park Racing & Recreation Grounds Co Ltd v Taylor</i> [1937] HCA 45, which remains good law today. The High Court held that a property owner does not own the views (spectacles) from his or her land. Justice Dixon stated: "I find difficulty in attaching any precise meaning to the phrase 'property in a spectacle'. A "spectacle" cannot be "owned" in any ordinary sense of that word." However views to key landmarks are protected through the DDO. The DDO includes built form controls along the south side of Queens Parade to protect the key view of the belfry and spire of St John's Church from the intersection of Queens Parade and Smith Street as well as viewlines to the Former ANZ Building from Queens Parade and Wellington Street junction and from Queens Parade and Gold Street junction. <p><u>Building design and materials</u></p> <ul style="list-style-type: none"> The DDO provides some guidance on materials in terms of upper levels, requiring material at upper levels which are recessive in finish and colour. The Built Form and Design Policy at Clause 22.10 of the Yarra Planning Scheme contains guidance on design and building materials. However this is an issue of detail which will be dealt with through a planning application when a detailed design. The concept of 'design excellence' has been added as a Decision Guideline.

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Summary of issue raised in submissions	Response and recommended position
	<p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Expand the overshadowing controls which apply to precinct 2A and apply them to 2B and 2C Require a wind report is submitted for developments over 20m in height. Add the concept of 'design excellence' to the Decision Guidelines at Clause 6.0.

9. Mandatory controls versus discretionary (or preferred) controls

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A large number of the submitters strongly supported mandatory controls – as they provided certainty to residents and developers, rather than discretionary controls which end up in endless debate at VCAT. A number commented that they wished to see more mandatory height, setback and other built form controls. Mandatory controls were supported across all precincts. 	<ul style="list-style-type: none"> The desire for mandatory height controls to offer certainty over the scale of future development was the primary issue raised by the community. A mandatory control is one that must be met and where there is no opportunity to vary the requirement with a planning permit. In the case of Queens Parade, a mix of mandatory provisions (street wall heights, upper level setbacks and overall building heights) are proposed on heritage grounds to: <ul style="list-style-type: none"> protect the view to the spire of St John's Church from the corner of Smith Street and Queens Parade <ul style="list-style-type: none"> to protect the view to the former ANZ bank building from key vantage points along Queens Parade to retain the highly intact streetscape of parts of the retail core which have a consistent street wall height and which includes a building on the Victorian Heritage Register which is of recognised State significance to protect the individually significant buildings at 460 Brunswick Street (corner Queens Parade) and places on the Victorian Heritage Register ie Clifton Motors and the former UK Hotel; and protect the distant city views from the Edinburgh Gardens protect parts of Queens Parade where there are intact clusters of heritage buildings to provide certainty and ensure development avoids visually dominating heritage places. Additionally it is proposed to apply a mandatory building heights to precincts with sensitive interfaces ie precincts 3 and 4. Mandatory overall building heights and upper level setbacks have been sought in specific circumstances. Council has not sought to apply mandatory controls across the entire precinct. Council has sought mandatory controls in accordance with the criteria set out in Planning Practice Note 59 (PPN59) The Role of Mandatory Provisions in the Planning Scheme. The practice note states that the Victorian Planning System is predominantly a performance based system that can accommodate variation and innovation that can suit particular circumstances.

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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> Mandatory controls offer an opportunity to provide that certainty, provided the controls are justified. This justification requires: <ul style="list-style-type: none"> comprehensive strategic work or exceptional circumstance a judgement that the controls are 'absolutely necessary'. The practice note also states there are circumstances where a "mandatory provision will provide certainty and ensure a preferable and efficient outcome. Although these circumstances cannot be common practice, they may include areas of high heritage value..." (Page 1) The amendment includes a general design objectives in Clause 1.0 of the schedule that seek "to recognise and respond to the distinct character [and] heritage streetscape ... along Queens Parade" and "to ensure that development respects the architectural form and qualities of heritage buildings and streetscapes." The majority of mandatory controls included in the DDO seek to protect heritage buildings and streetscapes. The mandatory controls are considered 'absolutely necessary' on heritage and interface grounds and appropriate considering the housing needs of Yarra and the economic development of the street. <p><u>Precincts 2B (formerly 2D) and 2C</u></p> <ul style="list-style-type: none"> Submissions expressed concerns about that taller development would dominate heritage places. Accordingly a mandatory height, street wall and upper level setback is proposed for precinct 2B (significant heritage terraces on Napier Street.) In addition, a mandatory street wall and upper level setback is proposed on the remainder of Napier Street in precinct 2C to create certainty and ensure development avoids visually dominating heritage places. <p><u>Precincts 3A and 3B</u></p> <ul style="list-style-type: none"> A number of submissions called for lower and mandatory heights in this precinct to address rear interfaces. To address this issue it proposed to apply a mandatory overall building height in precinct 3A. A 14m mandatory building height is proposed to apply to new sub-precinct 3B to ensure that new development is more recessive and achieves a better heritage outcome. <p><u>Precincts 5A and 5B</u></p> <ul style="list-style-type: none"> Preferred mandatory heights, setbacks and upper level setbacks are proposed to apply to precinct 5A and properties fronting Queens Parade in precinct 5B to create greater certainty and ensure new development does not adversely affect the setting of the retained heritage fabric of Clifton Motors and the former UK Hotel. <p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Apply a mandatory building height to precinct 2B (formerly 2D). Apply a maximum mandatory street wall and upper level setback to the Napier Street frontage of precinct 2C. Apply a maximum mandatory building heights to precincts 3A and 3B (new sub-precinct). Apply mandatory building heights, street walls and upper level setback to precinct 5A and properties with a frontage to Queens Parade in Precinct 5B.

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10. Impacts on local traders

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A small number of submissions suggested that future development could have a negative impact on the centre through disruption during building works, including adversely affecting local traders. Verbal submissions at the Special Council Meeting of 12 March 2019 expressed concern about the potential for reduced floor areas for shops if there were residential development above. The street is characterised by narrow shop fronts. Residential development above would require use of part of the frontage to access the apartments, which would reduce the floor area for traders. Additionally, there could be a need to supply facilities such as toilets at the rear which would further reduce floor area and could drive traders away. The coalition of resident/ heritage groups advised that it had undertaken further engagement with traders who had also expressed concern about the potential loss of rear vehicle access which allows restocking of their premises. 	<ul style="list-style-type: none"> The disruption generated by building works is a matter that is regulated through individual planning permits (and building permits). Builders must comply with the requirements laid out in a Construction Management Plan. Breaches of the plan can be enforced by Council. This system is designed to ensure that daily life can proceed during construction while managing disruptions. Traders were concerned that the exhibited 6m upper level setbacks in the shopping strip when coupled with narrow sites would result in small unviable spaces. This is not an issue the DDO can easily address. Approvals at 101 Queens Parade and 388 Queens Parade show deep ground floor floorplates (ie 30m and 20m respectively) (noting these are wide sites in the Queens Parade context.) Any retail space that is reconfigured as a result of development will need to be commercially viable. It is not specifically a planning consideration but the commercial reality for developers is that their retail spaces must be viable in order for them to be sold/leased. The amendment includes a requirement that ground floors are designed with a floor to floor height that is suitable to accommodate commercial activity. Rear vehicle access will still be available for traders. The amendment will not take that away. Access to properties will be determined as part of individual planning permit applications. <p><u>Recommended position:</u> No change to the amendment.</p>

11. Laneways, traffic and parking

Summary of issue raised in submissions	Response and recommended position
<p><u>Laneways</u></p> <ul style="list-style-type: none"> A large number of submissions commented that development of a scale proposed by the amendment would overwhelm the lanes which are an important part of the heritage fabric of the area. They considered that additional development would create a lot of extra traffic in narrow laneways which do not have the capacity to accommodate it. Residents want to retain lanes for pedestrians and active transport (walking and cycling). 	<ul style="list-style-type: none"> Guidance on traffic and parking is addressed in detail in other parts of the planning scheme. Policy at Clause 22.10 – Built Form and Design Policy, 3.10 Parking, Traffic and Access addresses parking, the design and location of parking and traffic management. Pedestrian access and loading bays. Clause 52.06 – Car parking (a Victoria wide provision) provides specific technical guidance on parking and access. <p><u>Laneways, traffic and parking</u></p> <ul style="list-style-type: none"> Traffic Group was engaged to examine the potential traffic impacts generated by future development. They advised that none of the laneways are incapable of accommodating some additional traffic. All are at least 3m wide, which is adequate to accommodate vehicular traffic.

Attachment 7 - Attachment 7 - Response to Submissions

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> One submission said that new developments in Queens Parade will introduce parking stackers requiring the widening of the laneways. <p><u>Traffic and parking</u></p> <ul style="list-style-type: none"> Many submitters commented on the impacts of traffic that will be generated from the new development. Some commented that despite Council's encouragement of the use of active transport, people would still use cars. Diverse views were aired about on-site parking in new developments. Some commented that full parking provision in developments should be mandatory, while another submitted that no parking should be provided. Submitters commented that on-street parking was already difficult, particularly in adjoining side streets and on Queens Parade itself. Additional development would only worsen the problem. In the case of traders, reduced parking availability would probably drive customers away rather than attracting them. A number of submitters also commented on resident parking permits: <ul style="list-style-type: none"> There was concern that parking permits will become necessary for those that don't currently need them. Others were concerned that Council would change its current parking policies and issue residents of future developments with permits. Several submissions argued that the amendment and its background report should include consideration of broader transport issues: <ul style="list-style-type: none"> Capacity of public transport, noting current public transport services are close to maximum capacity Congestion and the capacity of roads Promotion of alternate modes such as improving bike infrastructure or share cars. Additionally one submitter commented that developments should be required to state their impact on public transport, parking and vehicle access to parking. <p><u>MFB fire truck access</u></p>	<ul style="list-style-type: none"> They advised while some laneways have more capacity than others, however even the limited laneways are not a constraint. They note that some are more suited to carry additional traffic than others. Laneways that have a dead end or are not continuous are more limited in their development potential. Some lack splays at critical corners that limit their functionality or capacity. These constraints, however, do not mean that any additional traffic in the laneways is unacceptable. Traffic considers that while the use of laneways is strongly preferred for vehicle access, it is not essential. Most commercial properties in the area have service road access to Queens Parade and this is an acceptable alternative outcome from a traffic engineering standpoint. The intended purpose of service roads along main roads is to provide for vehicle access to abutting properties. The DDO seeks to ensure that vehicle access is provided to the side or rear of lots, wherever possible. This is partly to ensure that the design of new development makes a positive contribution to the street rather than being dominated by car parking access points. This is particularly important in the historic shopping strip where access from Queens Parade could have a detrimental effect on the street wall and activation of the ground floor. To ensure this expectation is explicit, it is proposed to redraft the requirement promoting access from rear laneways or side streets to explicitly avoid new crossovers to Queens Parade. In addition, officers propose to include a new requirement which seeks to ensure the design of vehicle access promotes pedestrian amenity and limits conflicts between vehicles and pedestrians. The fine-grained nature of the subdivision of properties along Queens Parade (especially in the shopping strip) means that the limited width of the blocks limits vehicular access to the rear of the properties. This will provide a car parking constraint. Developments in Queens Parade could seek a significant or full waiver of car parking, which can be supported given the location and available transport options. This is an alternative already supported by Council on a regular basis. One example in this immediate area is 101 Queens Parade which has provided zero parking. These issues can be readily dealt with at the planning permit stage. For example, an applicant can apply for a reduction in car parking, including a reduction to zero. Additionally where an applicant wants to provide parking, at permit stage an applicant could be required to provide a setback at the rear that accommodates turning vehicles. The way each site deals with parking based on the physical context of each site and is best dealt with at the planning permit stage. Submitters expressed concerns that the cumulative impacts of development are not taken into account with planning permit. In response, it is proposed to include a requirement in 'Application Requirements' to explicitly require a traffic and parking report which requires consideration of the cumulative impacts of development. <p><u>Servicing of properties</u></p> <ul style="list-style-type: none"> Traders will continue to have parking access at the rear. The DDO does not reduce their access. Parking arrangements for traders in any potential future development would be worked out with the owner of the land at that time. Council considers issues such as access to commercial and retail premises, apartments and servicing such as loading and unloading and waste collection at the planning permit stage.

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Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Four submissions commented that laneway widths did not meet emergency services access requirements (specifically MFB guidelines). 	<p><u>On-street parking</u></p> <ul style="list-style-type: none"> Residents of new developments will not be given parking permits. Given that land for parking is an increasingly scarce resource and given Council's focus on sustainability (Council has recently declared a climate emergency), it is highly unlikely that Council will reverse its position on parking permits. Council regularly monitoring parking and parking availability across the city. <p><u>MFB fire truck access</u></p> <ul style="list-style-type: none"> The issue of access for emergency service vehicles was raised in VCAT hearing Ciullo v Yarra CC [2016] VCAT 912 for the development of a dwelling at the rear of 304-308 Queens Parade. Member Cook regarded objectors' concerns as "overstated and unproven in the planning process." She noted the MFB guidelines sit outside the planning scheme and are administered by a specialist authority. She also noted that "there is a process by which consent could be given by the relevant authority even if the preferred parameters were not met." The MFB Guidelines set preferred parameters for emergency vehicle access; they are not mandatory requirements. If the sole access to a property is via a narrow laneway that is below the width preferred by the MFB, alternative fire safety arrangements are made during the building permit process. A lack of access for fire trucks in laneways is not a reason to prohibit development along Queens Parade. As a result of the Ciullo case, Council's Acting CEO wrote to the secretary of the Department of Environment, Land, Water and Planning (DELWP) in May 2017 to request that the department includes access provisions for emergency vehicles to be a mandatory requirement for development in the (then) state section of the planning scheme. The Department noted Council's request but explained that "due to priorities associated with the 112 actions in the recently released Plan Melbourne 2017-2050, your request is not expected to be considered in the short term." <p><u>Walking, cycling and public transport</u></p> <ul style="list-style-type: none"> Amendment C231 will facilitate active transport choices by residents and workers in the Precinct, directing housing growth to an area that is well serviced by public transport with great walking and cycling links. The DDO itself does not directly address walking, cycling or public transport. However the anticipated development in the precinct will be communicated as part of Council's future advocacy to influence PTV's decision making process (separate to the Amendment process). However, it is noted that there is an overall increase of population across the Melbourne metropolitan area, and public transport service providers will consider the level of service required in this wider context. Council will also continue to implement its program of capital works and improvements to walking and cycling routes. <p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Include a requirement in 'Application Requirements' to explicitly require a traffic and parking report which requires consideration of the cumulative impacts of development. Rewrite the requirement for rear access off laneways to explicitly state that new crossovers from Queens Parade should be avoided. Add a new requirement that requires consideration of the design of vehicle access.

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12. Capacity of roads, public transport and community facilities to accommodate new development

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Some submissions acknowledged a need for a degree of change to accommodate Melbourne's growth. Some also noted that the centre is a neighbourhood activity centre and not a major activity centre. They questioned whether development elsewhere on Queens Parade - the Gasworks, 26-56 Queens Parade and in Precinct 5 (behind McDonalds) meant that Queens Parade was already accommodating growth. They argued that allowing tall development in the historic retail precinct for a relatively small gain in additional housing was unnecessary. There was some concern about the capacity of nearby open space, local roads, schools and public transport to cope with future development pressures. 	<ul style="list-style-type: none"> Population growth is occurring across Melbourne. Its population is the fastest growing of all Australian capital cities. Growth puts pressure on all services and providers are aware of the greatest pressure points and are planning new services accordingly. Amendment C231 supported the use of active transport by residents and workers in Queens Parade as it directs housing growth to an area that is well served by public transport. Council will continue to advocate for more frequent services as part of its ongoing discussions with Public Transport Victoria. North Fitzroy and Clifton Hill are well served by open space (especially when compared to the rest of Yarra). Based on 2017 population figures, North Fitzroy has 26.3m² of open space per person and Clifton Hill has 58.6m² per person. That is well above the Yarra average of 19.8m² per person. Council anticipates that there will be population increases in both these suburbs over the next decade, nevertheless, they will continue to be well served by open space. Council is preparing a draft Open Space Strategy which will identify gaps in terms of open space provision and identify opportunities for new spaces across the city. Additionally it is noted, that substantial new development in the area will be accommodated in the former Gas Works site. A new secondary school and an indoor recreation facility which will serve the needs of both existing and new residents is planned for this site. North Fitzroy and Clifton Hill are well served by public transport, schools, roads, open space and other services. Noting there will be some pressure on these services. Council will continue to work with the State Government and other service providers to plan for growth. <p><u>Recommended position:</u> No change to the amendment.</p>

13. Net community benefit

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A few submissions raised the issue of 'net community benefit'. Their view was that the amendment should benefit the whole community, rather than just developers. They suggested that the benefit from this amendment was preservation of the heritage streetscape for future generations. 	<ul style="list-style-type: none"> The Planning and Environment Act 1987 and the Victoria Planning Provisions require Council to consider potentially competing objectives in an integrated manner to deliver a net community benefit for current and future generations. As a planning authority, Council is required to look more broadly at community benefit than just the preservation of the streetscape. Activity centres that are subject to extensive Heritage Overlays demonstrate the tensions between competing planning objectives.

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Summary of issue raised in submissions	Response and recommended position
	<ul style="list-style-type: none"> Council's Housing Strategy identifies that as a neighbourhood centre, , well serviced by public transport, jobs, services in close proximity to central Melbourne, Queens Parade can accommodate some future development. Queens Parade also contains a highly intact commercial heritage precinct and residential areas that are highly valued by the community. A balance between the demand for increased development and the protection of heritage buildings and streetscapes is required. In Knox City Council v Tulcany Pty Ltd [2004] VSC 375 Osborn J held: <i>The concept of net community benefit is not one of ideal outcomes, but of outcomes which result in a net benefit to the community assessed within a policy framework by reference to both their benefits and disbenefits.</i> Rozen v Macedon Ranges Shire Council (quoted in the 1045 Burke Road case) Osborn J described the test for 'acceptable outcomes' as follows: <i>The test of acceptable outcomes stated in the clause is informed by the notions of net community benefit and sustainable development. An outcome may be acceptable despite some negative characteristics. An outcome may be acceptable because on balance it results in net community benefit despite achieving some only of potentially relevant planning objectives and impeding or running contrary to the achievement of others.</i> The benefits provided by the amendment will satisfy policy objectives in the planning policy framework by providing more intensive development in activity centres which contributes to urban consolidation. However the Amendment C231 and the proposed changes also create a set of controls that allow new development above the shops that will not overwhelm the heritage fabric. The amendment also provides for development opportunities in precincts outside the shopping strip. <p><u>Recommended position:</u> No change to the amendment</p>

14. Community involvement in planning for the local area / exhibition process

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Some submissions questioned the process and expressed concern that the community had not been involved in preparing built form recommendations. Some requested a more collaborative planning process. A small number of submissions were critical of the exhibition process. Comments included that there was inadequate notification and insufficient time to consider the material and make a submission. The material presented was difficult to understand. There was also a feeling that a town hall style meeting was a better way of hearing from people, rather than the one on one information sessions with Council officers. 	<ul style="list-style-type: none"> The statutory provisions in the Planning and Environment Act 1987 provide for extensive external consultation. Community consultation has taken place via a formal planning scheme amendment process. The amendment was initially exhibited for a period of six weeks which was then extended by two weeks – an eight week exhibition period in total. The Planning and Environment Act at section 19 (4) (b) states the amendment must be exhibited for at least a month. C231 was exhibited for double the statutory time required. Council sent around 2,500 letters to land owners and occupiers and included a two page fact sheet with the letter that explained the amendment. Two well attended information sessions were held at Bargoonga Nganjin (North Fitzroy library). Planning officers worked with Council's communications team to ensure the material was presented in plain English. Amendments of this nature are complex and so the material provided included a lot of detail. The comprehensive nature of the submissions received would indicate that the vast majority of people had a reasonable understanding of what was being proposed.

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Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A number specifically referred to <i>Plan Melbourne</i> (Policy 5.1.2) which highlights the need for local communities 'to lead the planning of' neighbourhood activity centres'. 	<ul style="list-style-type: none"> Following exhibition of the amendment, submitters were invited to speak to Councillors at a special council meeting on 12 March 2019. Around 30 people spoke. This meeting brought submitters together and they formed a coalition of residents/heritage groups which prepared a draft DDO. Officers met with the coalition on 6 May 2019 to discuss how council was responding to submissions and to hear from the coalition about its work to see if any of it could be incorporated into the revised DDO. Officers have carefully considered the issues raised in submissions and have revised the DDO to overcome some of the concerns raised by submitters. <p><u>Recommended position:</u> No changes to the amendment proposed however officers will continue to improve the quality of the information that is sent out with amendment exhibitions in future.</p>

15. Rezoning of land

Summary of issue raised in submissions	Response and recommended position
<p><u>Land on the corner of Smith Street and Queens Parade</u></p> <ul style="list-style-type: none"> Two opposed the rezoning and wished to see employment opportunities for small business retained rather than providing incentives for residential development. Three other submissions supported it if it provided additional housing. A late submission was received from a planning consultant representing the owner of 15-33 Queens Parade. The submission notes that the land is proposed for rezoning but does not express a view on this. 	<ul style="list-style-type: none"> This land is included in the Queens Parade Neighbourhood Activity Centre and is zoned Commercial 2 (C2Z). Residential development is prohibited on land within the C2Z. Amendment C231 proposes to rezone this land to C1Z. The rezoning will provide the opportunity for residential development. The rezoning will provide an incentive for further renewal and mixed-use redevelopment within the centre, consistent with State and metropolitan planning policy. Given the commercial nature of this small precinct a Commercial 1 zone is considered more appropriate and would support the provision of ground floor commercial uses in any redevelopment. A dwelling requires a planning permit if a frontage wider than 2m is proposed. Council's Spatial Economic and Employment Strategy (pages 68-70) identify this land as "Queens Parade East" and contemplates a future zone change once the redevelopment of the former Gas Works site has been approved. <p><u>Recommended position:</u> No change to the amendment.</p>
<p><u>245 Gold Street</u></p> <ul style="list-style-type: none"> Three submissions (including one from the property owner) requested a rezoning of 245 Gold Street from C1Z to GRZ or NRZ as recommended in the GJM Heritage report. 	<ul style="list-style-type: none"> The change to the zoning of 245 Gold Street from C1Z to NRZ is supported by officers. GJM recommended this in its report. They noted "245 Gold Street also sits outside HO330 and is a 'contributory' building within HO317 – Clifton Hill Western Precinct." GJM argued "all of the properties within Precinct 4 are zoned C1Z which is appropriate for the historic and current use of this area, with the exception of 245 Gold Street, Clifton Hill. This single-storey late-Victorian residence is highly intact from the street and has been included in C1Z but its character and historic use is more aligned to a residential zone (GRZ or NRZ)." Officers concur that the site meets criteria in the planning scheme used when determining the application of the new residential zone and should be zoned NRZ.

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Summary of issue raised in submissions	Response and recommended position
	Recommended position: As the owner has requested the change of zone, a proposed rezoning to NRZ1 is supported. NRZ is the zone immediately adjoining the C1Z.

16. Environmentally sustainable development

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Some submissions suggested the amendment should more strongly support environmentally sustainable development and Council's Sustainability Guidelines. 	<ul style="list-style-type: none"> The purpose of the DDO is to control the size and scale of future built form. There are other elements of the planning scheme (namely the Planning Policy Framework and Council's Environmentally Sustainable Design Policy at Clause 22.02) which ensure that new development is built in a more sustainable way. Developments are required to take account of all policy and provisions in the planning scheme. ESD requirements are addressed when a planning application is lodged. <p>Recommended position: No change to the amendment.</p>

17. Increased storm water run off

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> One submitter expressed concern about increased storm water run-off generated by more development. 	<ul style="list-style-type: none"> The Yarra Planning Scheme includes a Special Building Overlay (SBO), the purpose of which is to: <ul style="list-style-type: none"> Identify land in urban areas liable to inundation by overland flows from the urban drainage system. 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. The overlay was updated in 2018 via Amendment C210 at the request of Melbourne Water which had updated its model to identify which land in Yarra was subject to flooding. The land bounded by Queens Parade, Alexandra Parade, George Street and Napier Street (in precinct 2) is subject to a 1 in 100 year flood and is included in the Special Building Overlay. Applications for development in that area will need to sit 300mm above the flood level and be referred to Melbourne Water for comment. The remaining precincts in Queens Parade are not covered by the SBO. There are other policies in the Yarra Planning Scheme – the Water Sensitive Urban Design Policy and the Environmentally Sustainable Design Policy which ensure that new development minimises the impacts from storm water run-off. <p>Recommended position: No change to the amendment.</p>

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18. Social and affordable housing

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Others mentioned the need for social and affordable housing and housing diversity. The issue of social isolation created by high-rise developments was also raised. 	<ul style="list-style-type: none"> There is currently no mechanism in the planning scheme that requires the provision of social and affordable housing. The purpose of a Design and Development Overlay (DDO) is to set specific requirements for the design and built form of new development. It is beyond the scope of the DDO to deal with issues of affordable housing. It is beyond the scope of the planning system to deal with issues of social isolation. Council's recently adopted Housing Strategy (September 2018) includes a strategic direction which seeks to 'facilitate the provision of more affordable housing in Yarra.' This will be implemented through: <ul style="list-style-type: none"> Fostering partnerships between registered housing associations or providers and the property development industry Introducing requirements into the Yarra Planning Scheme for all rezonings to residential use, and in significant developments of 50 or more dwellings, to provide at least 10% affordable housing Supporting opportunities for shared equity schemes and other emerging affordable housing models Advocating for the introduction of inclusionary zoning or an alternative mechanism to secure affordable housing Supporting the improvement and retention of social housing in Yarra. When proponents ask Council to rezone land, officers negotiate the provision of 5-10%, but this is only in the case when land is rezoned. The purpose of a Design and Development Overlay (DDO) is to set specific requirements for the design and built form of new development. It is beyond the scope of the DDO to deal with issues of affordable housing and social isolation. <p>Recommended position: No change to the amendment.</p>

19. Extent of the study area

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> One submission commented that the study area should be expanded to include land in Commercial 1 and Public Use Zones at Rushall Crescent, Brennan Street and McKean Street. 	<ul style="list-style-type: none"> The study area excludes the land in the Public Use Zone and the Commercial 1 Zone to the north-east of Rushall Crescent (on the corner of Brennand Street). It was excluded because it is not part of the Queens Parade Activity Centre. The Commercial 1 zoned land (486-488 and 492 Queens Parade – Terminus Hotel and single storey shop adjoining the hotel) and PUZ land, is not considered To inform the structure plans and the review of the planning scheme) Council reviewed the boundaries of the activity centres in line with Practice Note Note 58 Structure Planning for Activity Centres (PPN58). PPN58 includes a set of criteria / issues to consider in determining the potential location of an activity centre boundary, including but not limited to the location of existing commercial areas and land uses, the location of existing government

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Summary of issue raised in submissions	Response and recommended position
	<p>and institutional areas and land uses, availability of strategic redevelopment sites, access to transport, heritage constraints etc.</p> <ul style="list-style-type: none"> The main retail centre is located in C1Z land on both the north and south sides of Queens Parade between Wellington Street / Delbridge Street and the junction of Queens Parade and Heidelberg Road. Significant residential redevelopment either exists or is proposed for areas of MUZ between Jamieson Street and Brunswick Street on the north side of Queens Parade. These areas are remote from the retail centre but close to the redevelopment opportunities of the former gasworks land on the opposite (south) side of Queens Parade. This area is likely to see educational, commercial and civic activities. Land between Queens Parade, Heidelberg Road and Hoddle Street in the MUZ will be redeveloped for a mix of activities including higher density housing. The Public Use Zone and the Commercial 1 Zone to the north-east of Rushall Crescent (on the corner of Brennand Street) is considered remote from the activity centre. The land in the Public Use Zone is zoned for transport use. The purpose of the zone is to recognise public land use for public utility and community services and facilities and to provide for associated uses that are consistent with the intent of the public land reservation or purpose. It is unnecessary for Council to include development controls on this land as it can only be used for transport purposes. If the land were ever rezoned, planning controls would be introduced on the land at that time. <p><u>Recommended position</u>: No change to the amendment.</p>

20. Reduced land values

Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> A small number of submitters commented the amendment would reduce land values. 	<ul style="list-style-type: none"> Land values are not a matter considered by the planning system. On this issue, the Panel considering Stonington Planning Scheme Amendment C270 at page 24 of its report noted: <p><i>"This Panel maintains the consistent view adopted by other panels that broader community effects, rather than private economic effects such as impacts upon land values or the individual financial circumstances of the land owner, are of particular relevance at the Amendment stage. The Melbourne C207 Panel conclusions on social and economic effects maintained that these impacts relate to broader community, rather than personal impacts. Review by the Supreme Court in Dustday Investments Pty Ltd v Minister for Planning [2015] VSC101 (Dustday) did not find that the Melbourne C207 Panel had erred."</i></p> <p><u>Recommended position</u>: No change to the amendment.</p>

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21. Consistency of the exhibited DDO with interim controls

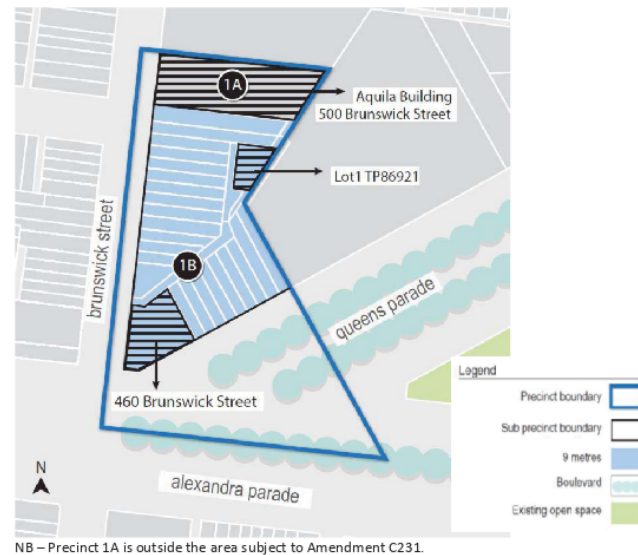
Summary of issue raised in submissions	Response and recommended position
<ul style="list-style-type: none"> Some submitters were concerned that the drafting of the permanent controls differed from the drafting of interim DDO16. They want to see the drafting identical to the interim controls as it has been tested at VCAT. 	<ul style="list-style-type: none"> The controls in interim DDO16 have been translated into the proposed DDO16. The tables in (interim) DDO16 contain a fourth column which describes the built form outcome being sought by the controls. The tables in (interim) DDO20 and the exhibited DDO16 do not contain that column. Residents have expressed concern that without that text, the built form outcomes achieved in precinct 2 could be compromised. Even though the fourth column has been deleted in subsequent DDOs, the intent of each outcome has been included in either general design requirements or in precinct design requirements in the exhibited DDO. Additionally a preferred character statement is proposed to be added for each precinct. This also includes key elements from the built form outcomes in the interim controls. <p><u>Recommended position:</u> No change to the amendment.</p>

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PART 3 – Response to submissions – precinct specific controls in the proposed DDO

Precinct 1 – Brunswick Street Precinct

Map of precinct and sub-precincts



Map - Exhibited building heights

Summary of submissions received

- Approximately 6 submitters made specific comments in relation to Precinct 1.

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Precinct 1A (not in DDO)

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Overlooking	Precinct 1A is not part of the amendment. It is outside the DDO.	Two submitters commented that the Aquila Building at 500 Brunswick Street (an apartment building of six storeys to the immediate north of Precinct 1B) is a prime example of failed planning controls, particularly in terms of overlooking.	<ul style="list-style-type: none"> The site is outside the proposed DDO. Overlooking is addressed by either Clause 54 (One dwelling on a lot), Clause 55 (two or more dwellings on a lot – Res Code) or Clause 58 (Apartment Developments), depending on how many dwellings are proposed. <p><u>Recommended position</u> No change to the amendment.</p>

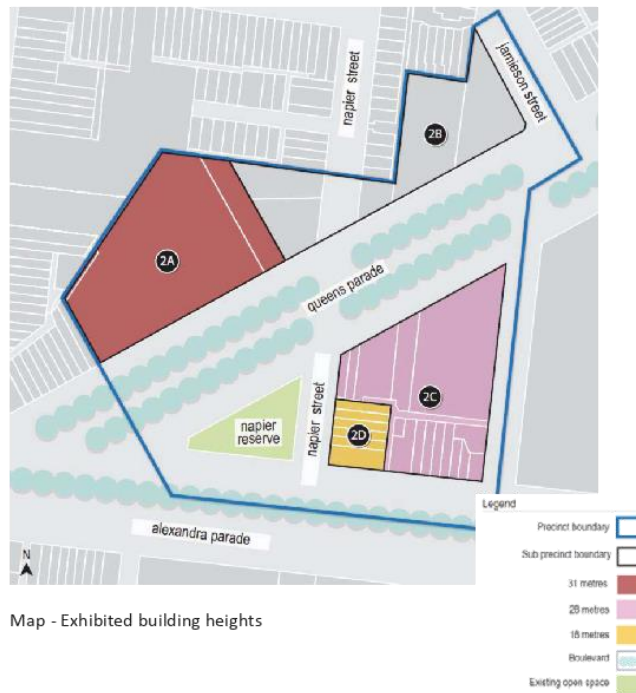
Precinct 1B (renamed Precinct 1)

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	<ul style="list-style-type: none"> 9m (mandatory) adjoining 460 Brunswick Street (corner Queens Parade) and on land known as Lot 1 on Title Plan TP806921. 9m (preferred) applies elsewhere in the precinct. 	<ul style="list-style-type: none"> Supported the proposed controls of 9 metres or 3 storeys Submitters supported mandatory height controls for all of Precinct 1. 	<ul style="list-style-type: none"> Overall height not contested. Changing the building heights to mandatory across the entire precinct is not supported. Mandatory heights apply to the critical heritage and interface sites in the precinct ie 460 Brunswick Street and land known as Lot 1 on Title Plan TP806921. Size of sites, existing heritage buildings, the proposed DDO provisions, and the application of other controls in the scheme including the Heritage Overlay and heritage policy will ensure appropriate outcomes. <p><u>Recommended position</u> No change to the amendment.</p>
Upper level setbacks	<ul style="list-style-type: none"> 5 metres at and adjoining 460 Brunswick Street (mandatory) 6 metres elsewhere (preferred). 	<ul style="list-style-type: none"> Submitters did not comment on this provision. 	<ul style="list-style-type: none"> Upper level setback at and adjoining 460 Brunswick Street be increased from 5 metres to 6 metres so that the upper level setbacks in the precinct are consistent. <p><u>Recommended position</u> Change upper level setbacks at and adjoining 460 Brunswick Street from 5 metres to 6 metres (mandatory)</p>
Street wall	<ul style="list-style-type: none"> Match 460 Brunswick Street or retain existing (mandatory) 	<ul style="list-style-type: none"> Submitters did not comment on this provision. 	<p><u>Recommended position</u> No change to the amendment.</p>
Side and rear setbacks	<ul style="list-style-type: none"> B17 (preferred) 	<ul style="list-style-type: none"> Submitters did not comment on this provision. 	<p><u>Recommended position</u> No change to the amendment.</p>

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 2 – Boulevard Precinct

Map of precinct and sub-precincts



Summary of submissions received

- Approximately 16 submitters made specific comments in relation to Precinct 2.
- Other submitters referenced 26-52 Queens Parade as an example of a development site.

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 2A

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	<ul style="list-style-type: none"> 31 metres (mandatory) 	<ul style="list-style-type: none"> Up to 18 metres / 5 storeys 31 metres (but height limit to be mandatory.) 	<ul style="list-style-type: none"> The controls for precinct 2A have been translated from interim DDO16. They have been tested at VCAT and there is a live planning approval for a development on the site. There is no proposal to change the controls. <p><u>Recommended position:</u> No change to amendment is recommended.</p>
Street wall, upper level setbacks, side and rear setbacks	<ul style="list-style-type: none"> Various 	<ul style="list-style-type: none"> Submitters did not comment on these provisions. 	<ul style="list-style-type: none"> As above. <p><u>Recommended position:</u> No change to the amendment.</p>

Precinct 2D (proposed to be renamed to 2B)

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Numbering of precincts	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Submitters did not comment on this. Officer proposed change. 	<ul style="list-style-type: none"> Precinct 2B in Hansen's Built Form Review is outside the proposed DDO. To prevent confusion as 2B is missing from the DDO, it is proposed to renumber the sub-precincts in precinct 2. Precinct 2B will now refer to the terraces in Napier Street which was previously referred to as precinct 2D. <p><u>Recommended change:</u></p> <ul style="list-style-type: none"> Remove reference to this former 2B area from the map in the Schedule to the DDO. Rename precinct 2D (as was exhibited) to precinct 2B.
Height	<ul style="list-style-type: none"> 18 metres (preferred) 	<ul style="list-style-type: none"> Submitters did not comment on this. 	<p><u>Recommended position:</u> No change to the amendment.</p>
Street wall	<ul style="list-style-type: none"> Retain existing parapet height (mandatory) 	<ul style="list-style-type: none"> Submitters did not comment on this provision. 	<p><u>Recommended position:</u> No change to the amendment.</p>
Upper level setbacks	<ul style="list-style-type: none"> 6m (mandatory) 	<ul style="list-style-type: none"> Submitters did not comment on this provision. 	<p><u>Recommended position:</u> No change to the amendment.</p>
Side and rear setbacks	<ul style="list-style-type: none"> No controls proposed. 	<ul style="list-style-type: none"> Submitters did not comment on this provision. However submitter commented on 	<ul style="list-style-type: none"> The exhibited controls include a rear setback for these sites which is applied to the adjoining precinct (ie precinct 2C). This setback requires development setback 45 degrees above 12m in height.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
		controls in precinct 2B which abut this site. • Officer proposed change.	• To provide building separation, a 4.5 metre setback to the centre of the laneway is proposed. This would apply on both sides of the lane and could achieve a separation of 9 metres if both side of the lane are developed. This would enhance amenity outcomes for the adjoining precincts. <u>Recommended position:</u> • Rear setbacks: Require a 4.5 metre building separation measured to the centre of a laneway. The entire building must be setback 4.5 metres. This control is proposed to be discretionary (preferred).
Overshadowing	• No controls proposed.	• Submitters did not comment on this provision. • Officer proposed change.	• An overshadowing control applies to development in precinct 2A which seeks to limit additional overshadowing of Napier Reserve. • The discretionary control seeks to prevent additional overshadowing at the equinox between 9am-3pm. • As development in precinct 2B (formerly 2D) could overshadow the reserve, it is proposed to apply the same control. <u>Recommended position:</u> Apply the overshadowing control that applies in 2A to 2B (formerly 2D) Apply the preferred overshadowing control that applies in precinct 2A to 2B (formerly 2D) ie no additional overshadowing at the equinox between 9am-3pm.

Precinct 2C

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	• 28 metres (preferred)	• 8 storeys (no height in metres suggested). • Recent approval of 34.8 metres demonstrates a height higher than recommended by Hansen is appropriate. • Commercial 2 Zone (C2Z) and commercial developments need higher floor to ceiling heights. • Other submitters supported 28.5m but submitted the height limit should be mandatory.	• 28 metres is an appropriate height for this precinct. It aligns with heights in the Gasworks site of 6 storeys on George Street with 10 storey elements further into the site. • Height proposed is a preferred height. A mandatory height is not strategically justified for this precinct and is not supported by the practice note on mandatory heights. (PPN59 <i>The Role of Mandatory Provisions in the Planning Scheme</i>) <u>Recommended position:</u> No change to amendment.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Street wall	<ul style="list-style-type: none"> Match heritage on Napier Street (preferred) Elsewhere 18m (preferred) 	<ul style="list-style-type: none"> No comments from submitters. Officer proposed change. 	<ul style="list-style-type: none"> The DDO requires that the street wall in Napier Street matches the two storey heritage terraces on Napier Street. However, a higher height and poor transition could undermine the heritage values of Napier street streetscape and the terraces. To provide more certainty and strengthen the heritage outcomes, a mandatory maximum street wall height is proposed. <p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Reduce street wall height from 18m preferred to 10m mandatory on Napier Street. No change to remainder of precinct.
Upper level setback	<ul style="list-style-type: none"> 5m (preferred) 	<ul style="list-style-type: none"> No comments from submitters. Officer proposed change. 	<ul style="list-style-type: none"> A combination of 5m and 6m upper level setbacks apply in Precincts 2C and 2D. A 6m mandatory upper level setback is proposed to apply to the significantly graded heritage terraces on Napier Street. To create consistency across the whole precinct (ie 2C and 2D), a common 6m upper level setback is proposed. It also proposed that this control be mandatory on Napier Street to ensure consistency with the mandatory upper level setback which applies to 2D. <p><u>Recommended position:</u> Increase upper level setback on Napier Street from 5m discretionary to 6m mandatory on Napier Street. No change to remainder of precinct.</p>
Side and rear setbacks	<ul style="list-style-type: none"> Apply B17 side and rear setbacks from Res Code. 45 degrees above 12 metres on the boundary with 472-484 Napier Street (terraces) 	<ul style="list-style-type: none"> B17 applies to multi-dwelling developments up to 4 storeys in height. This site is within a Commercial 2 Zone (C2Z) that prohibits dwellings and encourages commercial development. B17 setbacks are not appropriate on this site and should be removed. 	<ul style="list-style-type: none"> B17 is inappropriate in a Commercial 2 context. Propose to replace B17 with individual side and rear setbacks. <p><u>Recommended position:</u></p> <ul style="list-style-type: none"> Delete reference to B17 and the controls at the rear of the terraces and replace with the following preferred requirements: <ul style="list-style-type: none"> Side setbacks: Require a 3 metre upper level setback for upper levels for commercial and non-habitable room windows with a 4.5m upper level setback where habitable room windows are proposed (preferred). Rear setbacks: Require a 4.5 metre building separation measured to the centre of a laneway. The entire building must be setback 4.5m.
Overshadowing	<ul style="list-style-type: none"> No controls proposed. 	<ul style="list-style-type: none"> No comments from submitters. Officer proposed change. 	<ul style="list-style-type: none"> Development in precinct 2C at the exhibited heights could overshadow Napier Reserve at 9am. Napier Reserve is a significant open space in the precinct. An overshadowing control applies to development in precinct 2A to limit additional overshadowing of Napier Reserve. The discretionary control seeks to prevent additional overshadowing at the equinox between 9am-3pm. As development in precinct 2B (formerly 2D) could overshadow the reserve, it is proposed to apply the same control in this precinct.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
			<u>Recommended position:</u> Apply the preferred overshadowing control that applies in precinct 2A to 2C ie no additional overshadowing at the equinox between 9am-3pm.

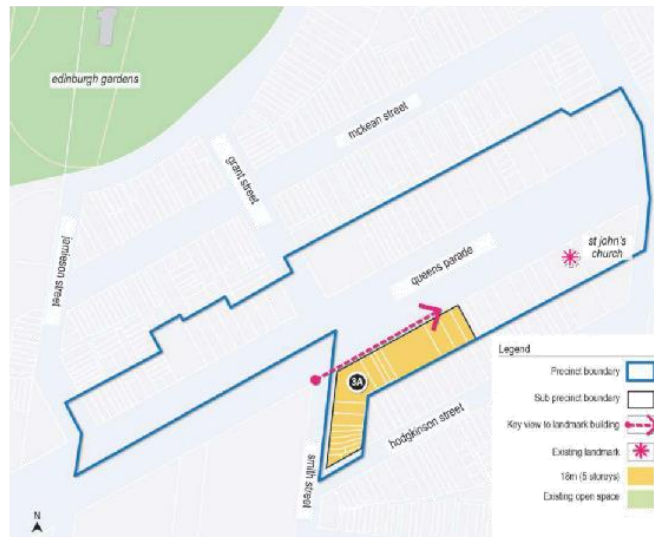
Precinct 2B (Outside the DDO)

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	No height control proposed as land largely in the Mixed-Use Zone and outside the proposed DDO.	<ul style="list-style-type: none"> 3 storey (9 metres) as recommended in the Hansen report but height limit to be mandatory. 	<ul style="list-style-type: none"> Precinct 2B is outside the proposed DDO area. See comments in relation to numbering of precincts in 2D above. <u>Recommended change:</u> Remove reference to this former 2B area from the map in the schedule to the DDO. Rename precinct 2D (as was exhibited) to precinct 2B.

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 3 – St John's Precinct

Map of precinct and sub-precincts



Map - Exhibited building heights

Summary of submissions received

- Approximately 14 submitters made specific comments in relation to Precinct 3.

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 3A (proposed to be spilt into 3A and 3B)

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	18 metres preferred (5 storeys)	<ul style="list-style-type: none"> 18 metres is too high. New development will dominate existing buildings. New development will not respect “the architectural form and qualities of heritage buildings and streetscapes”. Concern expressed about the potential loss of the appreciation of the dear view to St John’s belfry and spire. Views of St John’s should not be obstructed. Does not respect the low scale, fine grain subdivision pattern of existing development along Hodgkinson Street. Heights suggested by submitters: <ul style="list-style-type: none"> 3 storey maximum to protect the amenity of properties to the rear. Mandatory maximum of 4 storeys (12 metres). 14m is a more suitable height than the proposed 18m. 	<ul style="list-style-type: none"> The heritage design requirements include a requirement that new development respect the architectural qualities of the heritage buildings. It is proposed to split precinct 3 into two parts. The properties at 652-662 Smith Street are proposed to be put into a sub precinct (3B) which would have a reduced building height of 14 metres (mandatory) (4 storeys). This would recognise the heritage fabric in these properties and would be in keeping with the heights of the shops in precinct 4. The remaining properties in this precinct would be included in a newly created precinct 3A which would retain the height of 18 metres as proposed in the exhibited DDO. A mandatory height is proposed to manage development impacts on the sensitive interface to the rear. <p><u>Recommended position:</u> Split precinct 3 into two sub-precincts.</p> <ul style="list-style-type: none"> Precinct 3A would include land from 1-41 Queens Parade and 664-668 Smith Street and the height would remain as exhibited for precinct 3 – 18 metres, however a mandatory control would apply rather than the preferred control that was exhibited. Precinct 3B would include land at 652-662 Smith Street which would have a reduced building height of 14 metres (4 storeys).
Street wall	<ul style="list-style-type: none"> 11 metres for 15-33 Queens Parade 14 metres elsewhere 	<ul style="list-style-type: none"> 11 metre street wall height for the whole precinct was recommended by one submitter 	<ul style="list-style-type: none"> The proposed 14 metre street wall height appropriately marks the corner of Smith Street and Queens Parade. It enables consolidation of the commercial precinct at the junction. The prominence of the heritage fabric of the shops on Smith Street will be retained with a reduced building height of 14 metres in that part of the precinct. The exhibited amendment stated that “development adjoining a heritage building must match the parapet height of adjacent taller heritage building.” This has been redrafted to specify the street wall height controls for 35, 37 and 41 Queens Parade (there is no number 39). This will make clearer what street wall heights are expected.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
			<p><u>Recommended position:</u> Reword control to make requirements clearer</p>
Rear interfaces	<ul style="list-style-type: none"> 45° setback above 8 metres where there is a lane 45° setback above 5 metres where there is no lane. 	<ul style="list-style-type: none"> Large number of submitters raised concerns about overlooking, overshadowing, solar access and building bulk. Only a narrow lane separates some adjoining residents from proposed taller development, others adjoin the Commercial 1 Zoned land directly. Hodgkinson Street dwellings have small rear yards which would be impacted by the taller development. Development of 18 metres will allow developers to profit at the expense of residents. Prioritising heritage on Queens Parade pushes bulk to the rear of the site. Setbacks proposed by amendment are inadequate to protect the amenity of adjoining residents in Hodgkinson Street. 45° setback can deliver reasonable solar access between September and March but not for the rest of the year. New developments must respect the privacy of existing residents by not overlooking garden areas, nor should they overshadow solar panels. 	<ul style="list-style-type: none"> A modified B17 rear setback has been proposed. It differs from B17 in that it accommodates a 4 metre floor to floor height at ground floor (rather than the 3.6 metres of B17). A 4 metre floor to floor height is more appropriate on land in a Commercial 1 zone. The exhibited amendment applied the setbacks to the side of buildings as well as the rear however the setbacks are only needed at the rear because it is anticipated that the buildings will be built from side boundary to side boundary. <p><u>Recommended position:</u> Replace side and rear setbacks from exhibited amendment with a modified B17 setback to apply to the rear setback.</p>
Views to St Johns	<ul style="list-style-type: none"> Protect views to St Johns 	<ul style="list-style-type: none"> No comments from submitters. Officer proposed fix-up. 	<ul style="list-style-type: none"> The exhibited DDO has the viewing position identified by GIM shown in the incorrect location. It is proposed to relocate the position from the centre of the footpath on the south-eastern side to pedestrian median on the south-western side of Smith Street.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
			<u>Recommended position:</u> Change DDO map to reflect the correct view point to St John's from the pedestrian median on the south-western side of Smith Street.

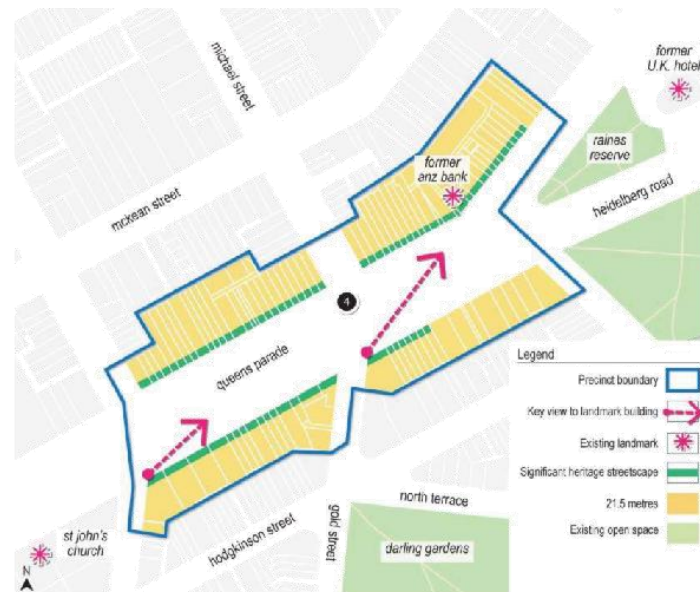
Precinct 3B (outside the DDO)

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	No height proposed.	Height limit to be mandatory.	<ul style="list-style-type: none"> Land in precinct 3B is the Neighbourhood Residential Zone (NRZ) which has a mandatory maximum height of 9 metres. There is no need for the DDO to apply to this area as the height is mandated by the zone. Consequently, precinct 3B sits outside the DDO area. As the DDO does not apply to this area, reference to it has been removed from the DDO map. Reference to precinct 3B will now relate to the shops at 652-662 Smith Street. Refer to the point above for details. <p><u>Recommended position:</u> Remove reference to the parts of precinct 3 not covered by the DDO. Precinct 3B will now relate to the shops at 652-662 Smith Street.</p>

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 4 – Activity Centre Precinct

Map of precinct and sub-precincts



Map - Exhibited building heights

Summary of submissions received

- The overwhelming majority of submissions were focussed on Precinct 4.
- A number of submissions did not specifically reference Precinct 4 but mentioned the shopping strip and/or a proposed height of 6 storeys.

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 4

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	<ul style="list-style-type: none"> 21.5 metres mandatory 	<ul style="list-style-type: none"> Strong feelings expressed about the proposed height. Large majority said 6 storeys was too high and an inappropriate scale of development in the shopping centre. Heritage streetscape and buildings and view of parapets with clear sky behind would be diminished if development were allowed to that height. A small number of submissions reminded Council of its resolution of 22 November 2016 which called on the Minister for Planning to introduce interim controls to historic shopping streets with a maximum height of 11.5 metres. Specific concerns were also raised about the 1:1 visibility ratio (overall height to street wall height). 1:1 ratio would allow an 18 metre height, yet the DDO specifies 21 metres (a ratio of 1.2:1). Disappointment/bewilderment that heights had changed from 4 storeys in initial Hansen work to 6 storeys in DDO. A couple of submissions expressed concern about the visibility of services and lift overruns from surrounding streets 	<ul style="list-style-type: none"> Council acknowledges that there is considerable development proposed or under construction at the former Gas Works and in precincts 2 and 5. These areas of Queens Parade will carry the bulk of new development in the activity centre. Given the level of development elsewhere in Queens Parade and the intact nature of the heritage in the shopping precinct, the DDO has been recalibrated to favour heritage. Building height in precinct 4 has been reduced from 21.5 metres to 14 metres – a reduction of two storeys. <p><u>Recommended position:</u> Reduce height from 21.5 metres to 14 metres (6 storeys to 4 storeys)</p>

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
		<ul style="list-style-type: none"> Heights suggested included: <ul style="list-style-type: none"> No change - One submitter supported the 6 storey height. 4 storeys – Some support for 4 storeys. 3 storeys - A significant minority suggested a 3 storey maximum. A large number commented that height should be limited so that nothing could be visible above the parapet from the other side of the road and views to blue sky above the parapet could be retained. 	
Upper level setbacks	Mandatory <ul style="list-style-type: none"> 6 metres in significant heritage streetscape area 8 metres at 364 Queens Parade Preferred <ul style="list-style-type: none"> 6 metres at 167-197 Queens Parade 	<ul style="list-style-type: none"> Submissions referred to inadequate setbacks and feared facadism would result. Setbacks suggested included: <ul style="list-style-type: none"> 8 metres (as recommended by Hansen in February 2017) 10 metres (Council resolution of 22 November 2016 – see height above) 12 metres. 	<ul style="list-style-type: none"> Upper level setbacks have been increased from 6 metres to 8 metres to protect more of the heritage fabric. The larger setbacks protect more of the principal roof form and other heritage fabric and they set new development back further from the street wall which allows the heritage street wall to remain the dominant feature of the streetscape. On a street as wide as Queens Parade (60 metres) it is unreasonable to require that there be no visibility of new development above the parapet. The visibility of new development above the parapet will be reduced compared to the exhibited version of the DDO. <p><u>Recommended position:</u> Increase upper level setbacks from 6 metres to 8 metres.</p>
Street wall	<ul style="list-style-type: none"> Retain height of existing heritage façade. Where no heritage façade exists, min 8m, max 11m Where there is an adjacent heritage façade, the parapet 	<ul style="list-style-type: none"> Submitters did not comment on this provision. 	<p><u>Recommended position:</u> No change to the amendment.</p>

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
	height of that building if taller than 11m		
Significant heritage streetscape	<ul style="list-style-type: none"> Applied significant streetscape to the following properties: <ul style="list-style-type: none"> The northern side of Queens Parade between Delbridge Street and Michael Street. The northern side of Queens Parade between Michael Street and number 410 Queens Parade. The southern side of Queens Parade between Wellington Street and Gold Street. The southern side of Queens Parade between Gold Street and number 167 Queens Parade. 	<ul style="list-style-type: none"> Submitters commented on the application of upper level setbacks. 	<ul style="list-style-type: none"> Significant streetscape included in exhibited amendment to justify mandatory controls. Johnston Street panel (Yarra Amendment C220) did “not agree that less significant sections warrant a different treatment” (p. 66). Accordingly, reference to significant streetscapes has been removed. The same controls now apply to all properties in the HO. <p><u>Recommended position:</u> Remove reference to significant streetscapes</p>
Views to the ANZ building	<ul style="list-style-type: none"> Viewlines identified. 8m mandatory minimum upper level setback applied to ensure views maintained. 	<ul style="list-style-type: none"> Submitters wished to ensure development protects this view. Additionally wished to protect views from Raines Reserve and from the east. 	<ul style="list-style-type: none"> The exhibited amendment applied an 8m mandatory upper level setback to the property to the west of the ANZ to ensure views to its significant heritage features are maintained. Views from the west are considered the most significant and are protected by the 8m upper level setback. The proposed application of a lower building height in precinct 4 also ensures the ANZ building retains its primacy. <p><u>Recommended position:</u> No change to amendment.</p>
Mandatory	<ul style="list-style-type: none"> A mandatory height of 21.5 metres is proposed Mandatory upper level setbacks in significant streetscape areas 	<ul style="list-style-type: none"> The majority of submissions urged Council to introduce mandatory controls. Most sought mandatory building heights. Others sought minimum mandatory setbacks. Those in favour of mandatory controls felt that preferred height limits “are the source of much dispute and expensive litigation” and should be replaced by a mandatory limit. 	<ul style="list-style-type: none"> Mandatory controls can be justified in this precinct as the nature of the heritage streetscape is “an area of high heritage value” which is the criteria used in Planning Practice Note 59 – <i>The Role of Mandatory Provisions in the Planning Scheme</i>. <p><u>Recommended position:</u> Retain mandatory heights and setbacks.</p>

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 5 – North-eastern Precinct

Map of precinct and sub-precincts



Map - Exhibited building heights

Summary of submissions received

- Approximately 14 submitters made specific comments in relation to Precinct 5.
- 14 other submitters referenced Clifton Views and other developments in this precinct as examples of the impacts of taller buildings.
- Heights in this precinct attracted more commentary than Precincts 1, 2 and 3 but considerably less than Precinct 4.
- Submitters expressed concerns about the scale and “ugliness” of the tall buildings in Precinct 5
- Concern that these “bad planning outcomes” (newer, taller buildings) would set a precedent.
- More development like this would overwhelm the VHR listed Clifton Motors Garage and the United Kingdom Hotel.

Attachment 7 - Attachment 7 - Response to Submissions

Precinct 5A

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	<ul style="list-style-type: none"> 18 metres preferred 	<ul style="list-style-type: none"> No higher than 11 metres (3 storeys) Height should be mandatory 	<ul style="list-style-type: none"> The former UK Hotel is a significant heritage building in Yarra and is included in the VHR. It sits elegantly on the corner of precinct 5, adjacent to Raines Reserve. The view of the building from Raines Reserve is an important view and a potential 18 metres structure on what is now the car park of the McDonalds restaurant occupying the land would allow the new structure to dominate the VHR building. Accordingly, the height of development on this land has been reduced to 11 metres which matches the height of the eaves of the former UK Hotel. <p><u>Recommended position:</u> Reduce building height from 18 metres to 11 metres.</p>
Street wall height	<ul style="list-style-type: none"> Match existing parapet or eaves height 	<ul style="list-style-type: none"> Submitters did not comment on street wall height 	<p><u>Recommended position:</u> No change to the amendment</p>
Upper level setbacks	<ul style="list-style-type: none"> 5 metres preferred 	<ul style="list-style-type: none"> Submitter wished to ensure the heritage values of the building are not undermined by development. 	<ul style="list-style-type: none"> The upper level setback has been increased to 6 metres (preferred) to make it consistent with other upper level setbacks in the precinct and across Queens Parade. <p><u>Recommended position:</u> Increase upper level setbacks from 5 metres to 6 metres</p>
Extent of precinct	<ul style="list-style-type: none"> Land at 2 Dummett Crescent was included in precinct 2B in the exhibited amendment 	<ul style="list-style-type: none"> Submitters did not comment on this issue 	<ul style="list-style-type: none"> Land at 2 Dummett Crescent forms part of the parcel of land occupied by the former UK Hotel. It is used as part of the driveway / drive through area of the fast food restaurant occupying the site. It should have been included in precinct 2A.

Precinct 5B

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	<ul style="list-style-type: none"> 1:1 heritage street wall to new built form at Clifton Motors and 203 Queens Parade 28m elsewhere preferred 	<ul style="list-style-type: none"> 11 metres Queens Parade 18 metres Dummett Crescent Height should be mandatory 	<ul style="list-style-type: none"> 1:1 heritage street wall to new built form is the equivalent of an 18 metre height and has been expressed in the preferred version of the DDO as an 18 metre height. This makes the control clearer. To reflect the significance of the former Clifton Motor garage to the streetscape in this precinct, the height of buildings has been amended to 18 metres along the full extent of the Queens Parade frontage. The control is mandatory. It remains at 28 metres preferred on Dummett Crescent.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
			<u>Recommended position:</u> 18 metres mandatory on Queens Parade, 28 metres preferred on Dummett Crescent.
Street wall	<ul style="list-style-type: none"> Match parapet height of Former Clifton Motors garage and the eaves line of the former UK Hotel (mandatory) 11 metres for non-contributory buildings on Queens Parade and Dummett Crescent 	<ul style="list-style-type: none"> Submitter wished to ensure the heritage values of the building are not undermined by development. 	<ul style="list-style-type: none"> The street wall height will now match the parapet/eaves height along the length of the Queens Parade frontage, rather than just at the former Clifton Motors garage and 203 Queens Parade. 11 metre street wall height unchanged for 4-10 Dummett Crescent but wording of control made clearer. <p><u>Recommended position:</u> Match parapet height of former Clifton Motors and eaves height of former UK Hotel for length of Queens Parade frontage (mandatory)</p>
Upper level setbacks	<ul style="list-style-type: none"> 6 metres mandatory at former Clifton Motors 6 metres preferred elsewhere 	<ul style="list-style-type: none"> Make all upper level setbacks mandatory 	<ul style="list-style-type: none"> Upper level setbacks increased along the entire Queens Parade frontage from 6 metres to 8 metres to reflect the permit granted by Heritage Victoria. The façade of the former Clifton Motors garage is a significant element in the streetscape. The mandatory control running the length of Queens Parade reinforces the contribution of its heritage significance to the streetscape. Upper level setbacks on Dummett Crescent remain unchanged. <p><u>Recommended position:</u> Increase upper level setbacks on Queens Parade from 6 metres to 8 metres and make the control mandatory</p>
Side and rear setbacks	<ul style="list-style-type: none"> No controls proposed 	<ul style="list-style-type: none"> Submitters sought gaps between buildings. 	<ul style="list-style-type: none"> Side and rear setbacks were not included in the exhibited DDO. To overcome that omission, preferred side and rear controls have been added which are consistent with those in precinct 2C and 5C. <p><u>Recommended position:</u> Side setbacks: Require a 3 metre upper level setback for upper levels for commercial and non-habitable room windows with a 4.5m upper level setback where habitable room windows are proposed (preferred). Rear setbacks: Require a 4.5 metre building separation measured to the centre of a laneway. The entire building must be setback 4.5m.</p>

Precinct 5C

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
Height	<ul style="list-style-type: none"> 49 metres preferred 	<ul style="list-style-type: none"> 8-10 storeys with significant setbacks Maximum height should be 10 storeys. 	<ul style="list-style-type: none"> Height has been changed to 43 metres preferred. Mandatory heights cannot be justified in this precinct as there is no heritage building in the streetscape. 49 metres provided a building of 14 storeys.

Attachment 7 - Attachment 7 - Response to Submissions

Key issues raised	What is proposed in the DDO?	What did submitters say?	Response and recommended position
		<ul style="list-style-type: none"> The highest built form should be mid-block (current built form to be the maximum height). Heights should be similar or reduced at the north and south ends of this block. 43 metres or 14 storeys (mandatory) should be required. 43 metres still represents the highest building height in Queens Parade. 43 metres is extremely generous. Ensure that higher built form is not permitted on the corner of Hoddle Street and Queens Parade. 	<ul style="list-style-type: none"> The initial Hansen advice calculated a residential floor to floor height of 3.5 metres. This was a generous calculation which has been revised to 3 metres. A 3 metre floor to floor height still provides a floor to ceiling height of 2.7 metres, offering good opportunities for daylight access to the apartments. 43 metres still provides the opportunity for 14 storeys to be constructed. <p><u>Recommended position:</u> Reduce height from 49 metres to 43 metres. Control remains discretionary.</p>
Street wall	<ul style="list-style-type: none"> 35 metres preferred 	<ul style="list-style-type: none"> 28 metres 	<ul style="list-style-type: none"> 35 metre street wall height is comparable to a street wall in the central city and could introduce wind issues into the precinct. The height has been reduced to 18 metres which will provide a better relationship to the street. The upper level setbacks have seen a corresponding reduction from 10 metres to 6 metres (preferred). <p><u>Recommended position:</u> Reduce the street wall height from 36 metres to 18 metres.</p>
Upper level setbacks	<ul style="list-style-type: none"> 10 metres preferred 	<ul style="list-style-type: none"> 10 metres 	<ul style="list-style-type: none"> The street wall height has been reduced and a corresponding reduction in the upper level setback to 6 metres is now proposed. <p><u>Recommended position:</u> Reduce the upper level setback from 10 metres to 6 metres.</p>
Side and rear setbacks	<ul style="list-style-type: none"> No control proposed 	<ul style="list-style-type: none"> Submitters sought spacing between buildings. 	<ul style="list-style-type: none"> Side and rear setbacks were not included in the exhibited DDO. To overcome that omission, preferred side and rear controls have been added which are consistent with those in precinct 2C and 5B <p><u>Recommended position:</u> Side setbacks: Require a 3 metre upper level setback for upper levels for commercial and non-habitable room windows with a 4.5m upper level setback where habitable room windows are proposed (preferred). Rear setbacks: Require a 4.5 metre building separation measured to the centre of a laneway. The entire building must be setback 4.5m.</p>

11.3 Michael Hutchence Statue for Richmond Proposal

Trim Record Number: D19/69742

Responsible Officer: Director Community Wellbeing

Purpose

1. To seek Council direction with regard to the proposal for the creation of a statue of Michael Hutchence in Stewart Street Richmond with funds raised by his family, friends and fans.

Background

2. In late 2018 Council was approached by friends and representatives of the late Michael Hutchence with a proposal to raise funds to create and install a bronze statue of the artist in Richmond.
3. Michael Hutchence (22 January 1960 – 22 November 1997) was an Australian musician, singer-songwriter and actor who co-founded the rock band INXS, which sold over 60 million records worldwide and was inducted into the ARIA Hall of Fame in 2001. Michael was the lead singer and lyricist of INXS from 1977 until his death.
4. The project to create a statue to remember Michael is being championed in Melbourne by Jane Gazzo, a well-known Australian television presenter, radio broadcaster and music journalist at the behest of Michael's sister Tina Hutchence who lives in the United States.
5. Tina and the Hutchence family would like Michael to be remembered as an Australian artist who had left a legacy on the world.
6. The City of Yarra, and particularly Richmond has been suggested as a suitable site for the project for a number of reasons including the connection to 'Dogs in Space', (a cult film Michael had starred in) which was filmed in a house in Richmond. This house has subsequently become a destination for the Richmond heritage trail. The preferred site is strongly associated with Australian music with the Corner Hotel, Unified Music and the statue of Molly Meldrum all located there.
7. Furthermore, the musical influence of INXS has contributed significantly to Australian popular culture and does not belong exclusively to any one community. Therefore a project of this kind could conceivably be well placed in many locations across Australia of which Yarra has an equal claim a leader and focal point for Australian music. The family have also expressed confidence in the leadership Yarra has shown to date in supporting live music and delivering quality outcomes for similar projects.
8. A number of significant people to the project have offered their support for this proposal, including Ian "Molly" Meldrum.
9. The proposal has also attracted a significant level of public interest from the music industry and the media. Several reports on the topic have been published by the ABC, the Age and the Guardian newspaper throughout 2018 and 2019, as well as a range of music industry publications. Within the music industry, there appears to be a good level of support for the proposal, given Michael's international status and achievements. However, based only on feedback generated as a result of those articles, the opinions of the broader Melbourne community seem to be mixed. The views of Yarra residents have not yet been explored and officers would propose to conduct a level of community consultation to test the proposal's level of support.
10. Should the project go ahead, Council would play an active role, with officers managing the project in a similar fashion to the Molly statue. This would also require supporters to conduct a fundraising campaign to raise the required \$145,000 (estimated total project cost) be led by Michael's family and friends with a commissioning process that is led by Council. It is not proposed that Council would make a financial contribution toward the project.

11. Subject to Council support, the statue that is realised would then be accessioned into the Yarra Art and Heritage Collection.

The Yarra Art and Heritage Collection

12. The Yarra Art and Heritage Collection has over 900 varied objects. Valued at over \$4m, the Collection is an important part of the city's cultural heritage and contemporary artworks collected over a number of years through active acquisition, commissions and donations.
13. Council's Collection Management Policy ('the Policy') was adopted by Council in 2001, updated in 2011 and guides all decisions related to Council's management of the Collection and role as cultural custodian of this Collection.
14. Accession is the process by which Council legally and formally accepts objects as part of the Collection and this is specified in section two of the Operational Guidelines of the Policy.
15. The criteria for accession into the Public Art Collection of the Collection are specified in the Policy as follows:
 - (a) Projects which clearly meet the specific requirements outlined in any brief prepared for the project;
 - (b) Works which are appropriate and relevant to the context of the proposed site, including other artworks in the vicinity;
 - (c) Works which display excellence, innovation and a high standard of contemporary arts practice; and
 - (d) Projects which are consistent with the current planning, heritage and environmental policies of the City of Yarra.
16. 2016 was the last time Council allocated an acquisition budget to maintaining the Collection. The allocated \$25,000 was used on the Stolen Generations Marker.
17. In 2009 Council qualified for participation in the Australian Tax Office's Cultural Gifts Program and this has enabled the Council to develop the Collection through donations. Since then, Council has since been gifted artworks valued at over \$608,000.
18. Donations is the most impactful avenue to develop the Collection at the moment.
19. Should the Council accept a donation of the Michael Hutchence statue into the Collection, the criteria for acquisition should guide the commissioning process, as it did with the Molly Meldrum statue - an artwork that has some relevance to Yarra and is high in artistic quality.
20. The completed statue would be valued at cost initially, so in effect Council would be adding a \$145,000 artwork into the Collection.

Statues in Yarra

21. The Collection currently contains three life size figurative statues:
 - (a) Adrian Rawlins, Mr Poetry (1994) on the Corner of Argyle and Brunswick Streets Fitzroy by Peter Corlett;
 - (b) Courage (2013), Whitlam Reserve Fitzroy by William Eicholtz; and
 - (c) Ian "Molly" Meldrum, Molly (2018) Wangaratta Street Richmond by Louis Laumen.

Adrian Rawlins

22. Adrian Rawlins (1939-2001) was a poet, performer and promoter, whose claim to fame includes a friendship with Bob Dylan that sprang out of Dylan's 1977 tour to Australia. Adrian performed and read poems all over Australia.
23. Adrian grew up in Caulfield and St Kilda. Taught by Danila Vassilieff, he studied theatre with Frank Thring. From 1960 to 1961 he presented a weekly poetry and jazz session on radio. In 1965 and 1966 he ran the Fat Black Pussycat (South Yarra) as a contemporary and experimental jazz venue.

24. In 1994 the former City of Fitzroy commissioned Fitzroy resident sculptor Peter Corlett to create a statue to honour Adrian on the location where he used to sell audiotapes of himself reciting Shakespeare's sonnets to passers-by.
25. Mr Poetry was one 16 public artworks created for Brunswick Street in 1992-94 with the assistance of a Federal Government Local Capital Works grant.

Courage

26. Commissioned by Yarra Council in 2014 and created by sculptor William Eicholtz, the statue honours the contribution, culture and diversity of the Gay, Lesbian, Bisexual, Transgender, Intersex and Queer (GLBTIQ) community, and is dedicated to the legacy of Ralph McLean (1957–2010), Australia's first openly gay elected official (City of Fitzroy, 1982) and Mayor (1984), an advocate for gay rights and social justice, and a champion of the arts.
27. Courage is a sculpture inspired by the Cowardly Lion in the story The Wonderful Wizard of Oz and his contemplation of what it means to possess the courage to be yourself, no matter who you are.
28. A significant portion of the funds for this sculpture was raised through donations.
29. The maintenance costs over 6 years for the maintenance of Courage have amounted to \$65 for repairs to lighting.

Ian "Molly" Meldrum

30. Molly is a statue of Ian "Molly" Meldrum, who is internationally renowned for having promoted the careers of emerging musicians, and most well known as the presenter of Countdown (1974 to 1987). Molly is Richmond resident of more than 40 years.
31. The project was the brainchild of Meldrum's long-time friend Ralph Carr, and was crowd funded through an Australian Cultural Fund campaign.
32. The statue was commissioned by Council for Wangaratta Park because of its proximity to a key music venue – the Corner Hotel. The statue is made by sculptor Louis Laumen and the statue is complemented by a large mural called "the Wall of Music" on the wall of the Richmond Railway Station by artist 23rd Key.

Proposed Process

33. Subject to initial Council support, and outcome of stakeholder consultation, officers will prepare a detailed project plan to provide structure to the process, which would include the following key project milestones:
 - (a) In-principle confirmation of the project;
 - (b) Confirmation of the site use;
 - (c) Confirmation of funding raised;
 - (d) Confirmation of artist; and
 - (e) Creation and Installation of the statue.

(a) Confirmation of the project

34. Whilst Council does have three figurative statues in the public domain, the commissioning of these works have each followed a unique process.
35. Rawlins was commissioned by the former City of Fitzroy under a significant public art program for Brunswick Street Fitzroy that was realised with Commonwealth funding.
36. Courage was commissioned by a resolution of Council through the budget process and the final selection of the location of the artwork was resolved late in the commissioning process. Council notified the community in the surrounding precinct about the plans to locate the statue in Whitlam Reserve and there was an opportunity to provide feedback.
37. "Molly" was commissioned by Council after the proposal was accepted as a donation of a new artwork. The community were informed of the proposed inclusion of the Molly statue as

a part of the broader community engagement conducted for the redesign and upgrades to Wangaratta Street Park.

38. For the Michael Hutchence statue, it is proposed that Council adopts in principle support for the project to enable both the commencement of the fundraising effort and furthermore engages with sections of the community and key stakeholders to determine the level of support for the project. Should support be limited, it is further proposed that this be detailed in a future report for Council's consideration.

(b) Confirmation of the Site

39. The proposed site for the location of the statue is on a small strip of land, in the Wangaratta Street and Stewart Street precinct. This land is owned by VicTrack, a State Government entity. Council is not in a formal management arrangement with VicTrack for the precinct, but has been managing the area proposed for the statue for many years. With VicTrack support, the space was recently upgraded with a mural wall to support the adjacent installation of the Molly Meldrum statue in Wangaratta Park.
40. Initial explorations with representatives of VicTrack have been encouraging about the statue being located on this site, with suggestions that Council could secure a lease or licence for the use of this space to enable the project to proceed.
41. Officers have formally sought in principle support from VicTrack on the use of the land. Whilst consultation with VicTrack has been positive, officers understand that the use of the land has the additional complexity of being subject to Department of Transport approval with respect to possible future upgrades of the main rail corridor and station in the precinct.
42. VicTrack has since confirmed that they are not opposed to the proposal, and that a future land use assessment is being conducted by their internal team to determine if the most appropriate treatment of the land. They have also made representations to Department of Transport to seek their endorsement and to determine if there are any plans for future use that could affect the proposal. The exact timeframes for this process to be completed is unknown, but it is expected to be completed before the end of July.
43. Should the proposal become a reality, VicTrack would not be responsible for any maintenance or ownership of the artwork. This would become the responsibility of Council for the life of the project.
44. Should complications with the preferred site be realised, officers will work with the family on their preferences to determine an alternative. Officers suggest that it is preferable that any alternative does not impact on Council owned land or public open space.

(c) Confirmation of funding

45. This project has been planned at a zero cost to Council. However, officers will need to manage the project, and would facilitate the administration, commissioning, negotiations, lease arrangements installation, project launch and landscaping. Possible removal of the statue and re-installation costs will also be included should VicTrack only offer a time limited option on a lease. Each of these aspects would be costed to the overall project and revenue raising will be required to ensure the projects formal commissioning. Currently it is expected that the total cost of the project will be approximately \$145,000.
46. A breakdown of expected costs included in the project scope are as follows:
- (a) Artist fee, creation and fabrication of the statue - \$120,000;
 - (b) Landscaping & installation - \$9,000;
 - (c) Project management (officer time) - \$5,000 or approximately 100 hours;
 - (d) Launch and celebration - \$6,000;
 - (e) Maintenance - \$100 per annum from year two; and
 - (f) Project contingency - \$5,000 (including future re-installation if required).

47. This proposal has come at the request of the family and is not currently part of the existing work plan for Arts, Culture and Venues. However, with funding support, the project can be accommodated by extending the current work plan, and it is expected that it will not impact on the overall capacity to deliver on current commitments, provided that the fundraising milestone is achieved.
48. The proponents have indicated they will take responsibility for raising the funds required for the commissioning and installation of the statue. They are confident that supporters, fans and organisations will donate generously for the creation of the statue. Estimates from the previous statue indicate that approximately \$145,000 will need to be raised to complete the project.
49. A crowd fundraising portal such as the Australian Cultural Fund would be a good partner for this project, as it was for the Molly statue. Officers can assist the family with the steps necessary to set up the process for donations to maximise the chance of success.

(d) Confirmation of the artist

50. Once the project has been authorised, Council would take a strong lead in confirming an artist suitable for this commission. Council has the opportunity to identify artists that align with Council's interests – whether that is by location (i.e. a Yarra based artist) or by representation (e.g. a female artist) or by any other areas that Council may wish to prioritise.
51. In consideration of the criteria for accession into the Collection, and the commitment to delivering outcomes of high quality for the community and supporters, it is expected that Council will appoint an artist of high regard and who will be able to create a work of high artistic merit.

(e) Creation and installation of the statue

52. The creation and installation of the statue is expected to take nine to 12 months from the initiation stage.
53. The location, orientation and landscape treatment for the statue is resolved at the detailed design stage, but is not expected to negatively impact on the amenity of the precinct. Specific consideration will be made to ensure:
 - (a) That no pedestrian key path of travel or sight lines are impeded by the statue's location;
 - (b) That the seats remain accessible;
 - (c) That the footings for the statue do not impede on the potential root zone of the trees; and
 - (d) That the ground surface is restored to its original condition.

External Consultation

54. Senior Officers have consulted with representatives of VicTrack, who have verbally indicated in-principle support for the proposal. Formal correspondence has been sought to confirm this view.
55. In addition, the proponents have shared with Council evidence of support for the project from Michael Hutchence's family, Ian "Molly" Meldrum, Music Victoria, the Corner Hotel and Michael's biographer Jen Jewel Brown.
56. Consultation with the community has not yet been undertaken. Should Council support the proposal in principle, officers would conduct consultation activity to determine the level of stakeholder support. This information will be reported to Council at a later date for further consideration.
57. It is proposed the community engagement would occur over a four week period and would include consultation with residents, traders, industry stakeholders through Council's existing channels including Your Say Yarra portal, notice in Council e-newsletters including Yarra City Arts and Yarra Life as well as social media.

58. Public art installations often draw a range of views within the community, and this proposal is expected to continue to be of interest, and will likely create some debate. Some in the community may not support the proposal on the basis that other prominent persons may be more worthy of being celebrated in this way. For example, it may be reasonably argued that a female, Melbourne based artist might be a better subject for Council's support. However, this proposal is responding to a particular request of the Hutchence family, and it is not subject to a Council's financial contribution so it does not preclude Council considering other such proposals from supporters in the community should Council wish to do so.

Internal Consultation (One Yarra)

59. The following departments have been involved with this project thus far: Urban Design, Open Space Design, Art Culture and Venues, Economic Development and the Office of the CEO.

Financial Implications

60. The Project is expected to cost \$145,000 to realise, including project management.
61. Ongoing maintenance of the statue has been considered and would be incorporated into the Collection Maintenance schedule if the donation is accepted.
62. Currently the staff management costs have been incorporated into the overall expected project budget and fundraising target.
63. Officer time for the project management of this proposal could alternatively be accommodated within existing resources. Currently Council has one equivalent full time staff member dedicated to all matters related to visual arts and the Collection, as well as a 0.6 equivalent full time staff member managing public art.
64. The workload of officers can be fluid as it is responsive to donation opportunities such as this, or to supervise of the delivery of public artworks set out in planning permit conditions that are delivered in timeframes outside Council's controls.
65. All funds would need to be raised before the commencement of the commissioning process.

Economic Implications

66. Dependent on the artist chosen, Council may have the opportunity to prioritise Yarra businesses for the works involved, as was done in the case of the Molly statue.
67. The area for the proposed statue has been recognised as an important music precinct for Council. Home of the iconic multi-award winning Corner Hotel with an international reputation as a key live music venue presenting thousands of artists each year.
68. Also on Wangaratta Street is Unified, an Australian based music company that provides a varied range of services that include artist management, recorded music, merchandise services, touring and events.
69. In April 2019 it was announced that "Sony Music is the latest creative occupier to relocate its local headquarters to Melbourne's trendy Cremorne. The media and digital music company has leased all of 5 Stewart Street".
70. Yarra's recent audit of the live music industry shows that we have 75 live music venues presenting 16,000 advertised live music gigs per year which generates 2.35 million patrons, \$129.6 million in live music patron spending per annum in City of Yarra venues and additionally creates 2,282 annual full time equivalent jobs.

Sustainability Implications

71. Not relevant to this report.

Social Implications

72. Public art is an important social and cultural expression. Council through its adopted Public Art Policy 2015-2020 set out our position of increasing the commissioning of public art because it is the most accessible art form for the community.

73. Public art can highlight the hidden layers of a place, including its history, characteristics, use and meaning. It can shape landscape and neighbourhood, as well as its perception, while giving form to the values and ambitions of a community.
74. Public art has an enduring positive impact on the cultural, social and physical fabric of a city.
75. The inclusion of a public artwork of high artistic value, celebrating an Australian music icon, in a precinct that is rich in music and pedestrians can generate meaningful social capital for our city.

Human Rights Implications

76. There are no negative human rights implications related to this report.

Communications with CALD Communities Implications

77. Not relevant to this report.

Council Plan, Strategy and Policy Implications

78. Council's Public Art Policy 2015-2020 is the reference document guiding all acquisitions into the Yarra Art and Heritage Collection. The Policy dictates for donations to be considered by Council's Visual Arts Panel, a community panel of subject matter experts. The criteria the Panel needs to assess the donation against includes: artistic merit, relevance to the City of Yarra and ongoing maintenance requirements.

Legal Implications

79. Not relevant to this report.

Other Issues

80. Unlike Ian "Molly" Meldrum, Michael Hutchence and Adrian Rawlins did not live in Richmond for many years. However, there are some connections between Michael and Richmond and he was a part of the music scene in Melbourne.
81. INXS's very first Melbourne shows in the early 1980s included St Kilda's Crystal Ballroom, Martini's in Carlton, Harts on Nicholson Street, Carlton North and the Tiger Lounge on Bridge Road Richmond.
82. Perhaps the strongest connection between Michael and Richmond is the Richard Lowenstein cult film "Dogs in Space". In 1985 production began on Richard Lowenstein's first feature length film made on location at 18 Berry Street, Richmond. For this film Michael committed a good 12 months to the film and lived in the City of Yarra.
83. 18 Berry Street Richmond was gazetted into the Victorian Heritage Register of Historic Buildings in October 1988. The citation includes reference to Michael and the film:
84. "The Residence at 18 Berry Street Richmond is of social significance as the primary location for the filming of the Australian film Dogs in Space. Dogs in Space portrayed the sex, drugs and rock 'n' roll subculture of the late 1970s, one of the first Australian films to do so with a degree of mainstream success. It starred, among others, singer Michael Hutchence, and was an important cultural reference point for young people in the 1980s. The house is still readily recognised by many who have seen the film."

Options

85. Council has the range of options to consider:
 - (a) Council can accept this proposal in principle, to allow for preliminary work to commence along with commencement of the fundraising campaign
 - (b) Council can seek further information before making a decision, including the outcome of community consultation and final confirmation of the availability of VicTrack land; or
 - (c) Council can thank the family for their interest but decline the proposal.

Conclusion

86. The proposed statue of Michael Hutchence to the City of Yarra is a gift and can be added to the City of Yarra's Public Art Collection.
87. Council would retain control of the location of the artwork, the selection of the artist and be able to ensure this work is developed as a site specific quality artwork.
88. Whilst Michael's historical personal residential and family connections to Yarra are not strong, his reach as a musician was global and his involvement with the film Dogs in Space has cult status, as well as being recognised by our Heritage agency. These connections could be seen as sufficient to supporting a statue to honour him in Richmond.
89. This proposal would be achieved at no cost to Council, would not reduce the public space available to the community by relying on land not owned by Council and could add to Yarra's image as the music city.

RECOMMENDATION

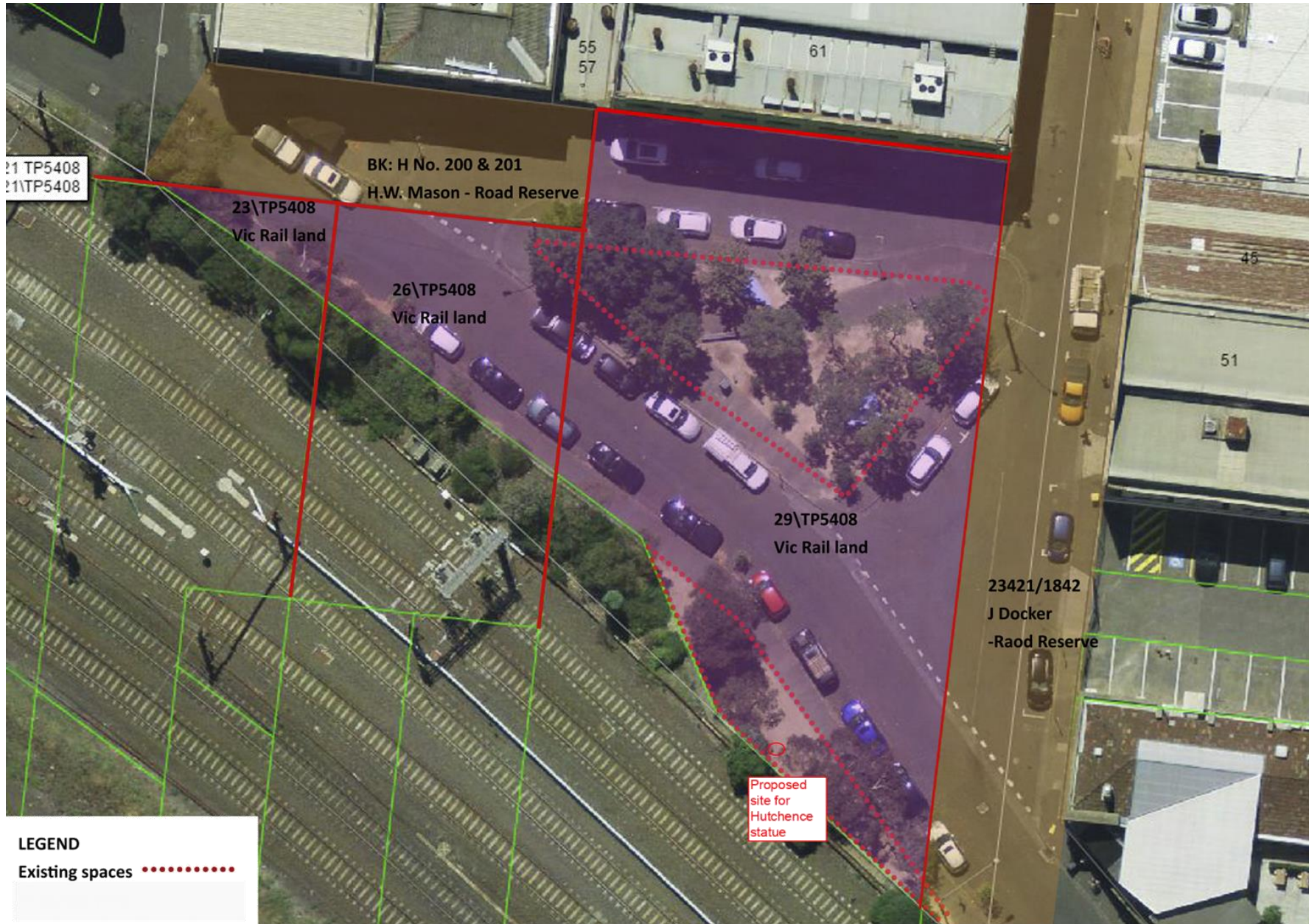
1. That Council:
 - (a) accept, in principle, the proposal for the creation of a statue of Michael Hutchence in Stewart Street Richmond conditional to funds raised by his family, friends and fans and VicTrack agreement;
 - (b) seek feedback on the proposal from the community, including local residents, businesses and industry stakeholders; and
 - (c) authorises officers to commence the project planning process, continue to liaise with relevant stakeholders and authorities with respect to the preferred site and support the fundraising efforts of the Hutchence family.

CONTACT OFFICER: Siu Chan
TITLE: Unit Manager Arts, Culture and Venues
TEL: 9205 5045

Attachments

- 1 [📎](#) Stewart Street & Wangaratta Street Richmond Land ownership plan

Attachment 1 - Stewart Street & Wangaratta Street Richmond Land ownership plan



11.4 Arts and Cultural Multi-Year Grant Recommended Applications

Trim Record Number: D19/73780

Responsible Officer: Director Community Wellbeing

Purpose

1. To seek Council approval for the Arts and Culture Partnership grants to be awarded to applicants as part of the Biennial Creative Yarra & Engage Yarra grant streams (2020-21) and the Triennial Celebrate Yarra grant stream (2020-22).

Background

2. Yarra City Council's multi-year arts and culture funding program is a part of the Community Partnership Grants (CPG), offering \$370,000 cash support for arts and culture programs within the City of Yarra.
3. The Community Grants Program is a significant investment in the community. It is one of Victoria's leading local government grant programs, through which Yarra has established a reputation for its strong support for the community.
4. In December 2018 Council endorsed the Multi-Year Grants to be established across three streams including *Creative Yarra*, *Engage Yarra* and *Celebrate Yarra*. Council also resolved to raise the maximum amount applicants could apply for and nominated specific community events to the invitation only funding in the *Celebrate Yarra* stream.
5. *Engage Yarra* and *Creative Yarra* offer two years of fixed funding from January 2020 to December 2021 for individual creative practitioners and organisations to deliver arts and cultural activities within the City of Yarra.
6. *Creative Yarra* supports professional artists and arts organisations to produce and present new or existing work in any medium via funding that supports projects, programs, operations and/or administration.
7. The funding pool for *Creative Yarra* is \$130,000 per annum with a maximum funding ceiling of \$30,000 for organisations and \$15,000 for individual practitioners.
8. *Engage Yarra* supports activities that showcase, celebrate and promote local cultures, people, places and arts practice. It supports projects that enhance community participation and engagement in arts and cultural activities.
9. The funding pool for *Engage Yarra* is \$100,000 per annum with a maximum funding ceiling of \$30,000 for organisations and \$15,000 for individual practitioners.
10. *Celebrate Yarra* is a closed (or 'by invitation') stream inviting applications for a three-year partnership program with the community organisers who deliver a range of significant community events in Yarra.
11. The funding pool for *Celebrate Yarra* is \$140,000 with a maximum funding ceiling of \$35,000 with \$5,000 of this to be tied to event management personnel.
12. The Arts & Cultural Multi-Year Grants Program is designed to provide security and reduce administration costs to enable creative activity to be developed over a long period, support creative organisations to build greater capacity to deliver the best outcomes in our City.
13. Council approved the processes and guidelines for the new Biennial Program and Triennial Program at the meeting on 18 December 2018. Subsequently, these were advertised and the submissions have been received and reviewed for eligibility before being assessed by a community expert panel.
14. The Yarra Arts Advisory Panel has conducted the assessments of the applications and has provided the recommendations to Council. The community panel member's expertise and

skills cover a range of creative industry areas including: music, visual arts, performance art, craft and design, theatre, event management and production, and fund raising.

Creative Yarra

15. The *Creative Yarra* stream is highly competitive and Council received a large number of applications. In total, Council received 40 eligible applications for the Creative Yarra stream, to the value of \$930,995.
16. Council's contribution to *Creative Yarra*, whilst significant, is only part of the total value of the program. The estimated total project costs for the 6 recommended applications is \$1,540,960 per annum, meaning for every \$1 that Council invests in the program, approximately \$12 worth of projects will be delivered in the Yarra community.
17. A summary of the panel's recommendations is listed below. More details on the recommended successful programs can be found in attachment 1.

Centre for Contemporary Photography	\$23,500
BUS Projects	\$23,000
Un Projects	\$17,000
Liquid Architecture	\$20,000
Alister McKeich	\$15,000
Play On	\$30,000

Engage Yarra

18. Council received 14 eligible applications for the Engage Yarra stream, to the value of \$313,176.
19. The total project costs for the 4 recommended applications is \$182,310 per annum; meaning for every \$1 that Council invests in the program, \$1.82 worth of projects will be delivered.
20. A summary of the panel's recommendations is listed below. More details on the recommended successful programs can be found in attachment 2.

All the Queens Men	\$30,000
Drummond Street Services	\$30,000
Schoolhouse Studios	\$10,000
Jesuit Social Services	\$30,000

Celebrate Yarra

21. *Celebrate Yarra* is an invitation only application process for a three-year partnership program for the community organisers who deliver significant public festivals and events in Yarra.
22. It recognises these major events, all located in significant outdoor spaces, are unique to Yarra and stimulate local economic activity while also making a significant contribution to cultural tourism in Yarra.
23. The festivals are either run by community committees or arts organisations. Council has determined to fund these festivals at \$35,000 per annum, as well as in-kind logistics support.
24. The total project costs for the recommended festivals are \$1,085,652 per annum, meaning for every \$1 that Council invests in the program \$10.34 of event activity is returned.
25. In their application, the Centre for Projection Art notes: '*Gertrude Street Projection Festival is a long-standing, annual, free, open-air, new media art exhibition that receives an estimated +50,000 visitors each year. Work is visible from the footpath, local business/residences, public transport and even passing cars, creating an immediate and strong visual impact on the public. This art experience becomes part of a night out to share. Couples, friends, work*

colleagues, families with children or older parents all visit the festival. The Festival successfully integrates art into the landscape, allowing people to be provoked by the artists' view of the world, and benefit from the experience of art. Audiences that come to the Festival have the opportunity to explore new spaces that are otherwise private or inaccessible, such as the Fitzroy Housing Estate. Audiences have the opportunity to mix with diverse communities and learn new stories in a safe and welcoming environment.'

26. In relation to the Johnston Street Fiesta, the Hispanic Latin American Festival and Cultural Association (HLAFC) cites: *'Founded in 1978, the Hispanic Latin American Festival takes place each November over a weekend in the Spanish Quarter of Johnston St, Fitzroy. The festival is a celebration of Spanish and Latino American arts, music and entertainment - free of charge for all. The street is lined with food stalls from all countries of the Hispanic Latin community for all to eat and enjoy. More than 20 different Spanish-speaking countries bring the stage alive with their colourful costumes. The Festival has grown into the largest two day cultural event in Victoria.'*
27. In support of the Richmond Lunar Festival, the Victoria Street Business Association (VSBA) cites: *'We continue to operate the Victoria Street Lunar Festival as one of the most popular and recognised Lunar New Year celebrations in Victoria, drawing people from all over City of Yarra and City of Melbourne. We recognise community unity for local residents by showcasing multicultural activities in Victoria. We include schools, non-profit organisations, churches, pagodas, local groups and communities in our festival. The festival is a wonderful opportunity for Victoria Street Traders together with the City of Yarra to treat the community to a vibrant, colourful and culturally rich experience. We work with traders, local communities and stake holders to ensure this festival stay relevant with the needs of the community.'*
28. A summary of the panel's recommendations is listed below. More details on the recommended successful programs can be found in attachment 3.

Gertrude Projection Festival	\$35,000
Johnston Street Fiesta	\$35,000
Victoria Street Lunar Festival	\$35,000

External Consultation

29. The multi-year arts grants are assessed by the Yarra Arts Advisory Panel which is a community panel of experts in various fields of the arts appointed for a three year fixed term. The process of selecting, recommending and endorsing of applications follows four main key stages including:
 - (a) Stage 1: An eligibility check conducted by Council officers to ensure applications are eligible to be assessed;
 - (b) Stage 2: Internal Assessment. Council officers assessed the applications against a series of criteria such as the capacity of the applicant to deliver on project outcomes, clearly defined project aims, a complete and realistic budget and alignment with Council funding priorities;
 - (c) Stage 3: Community Panels assess the applications and decide on the final recommendations to Council. Community Panels comprise a majority of external experts and some Council officers with relevant knowledge; and
 - (d) Stage 4: Council endorsement.

Internal Consultation (One Yarra)

30. The Multi-Year partnership program is managed by the Grant Teams at Yarra in close consultation with Arts and Cultural Services.
31. The Celebrate Yarra, Creative Yarra and Engage Yarra Grants Program funds festivals and programs that involve many areas of Council including the Economic Development Team, the Environmental Services Team, Engineering and Road Services, Compliance and Events/Roads Permits, Community Partnerships and Yarra Youth Services.

32. The Arts & Cultural Services team are in close communication with these and other areas of Council to work on the delivery of these funded events and programs.

Financial Implications

33. The Arts & Cultural Multi-Year partnership program has a total funding allocation of \$370,000 per annum from 2019/20. The panel recommendations in this report amount to \$345,000.
34. Council would also be providing approximately \$200,000 in in-kind support for the Johnston Street Fiesta and Victoria Street Lunar Festival.

Economic Implications

35. The projected immediate return to Council of the \$345,000 investment is \$2,808,922 in project related community benefit, meaning for every \$1 Council commits, \$8.14 is generated in the projects supported.
36. Furthermore, there are many flow on economic benefits that major events such as Gertrude St Projection Festival, Johnston Street Fiesta and Victoria Street Lunar Festival bring to Yarra's food and entertainment businesses, as well as the employment of arts and cultural personnel.
37. In 2010-11, the Victorian arts and culture sector added direct value to the economy of \$6.1 billion and employed the equivalent of 68,000 full time workers (Creative Victoria).
38. The creative sector contributes significantly to Yarra's tourism and local economy. The creative sector represents 11% of total employment and 21% of all businesses in Yarra. (Yarra Economic Development Strategy 2015-2020).

Sustainability Implications

39. These are not considered widely in this report, however, it should be noted that Council encourages environmental sustainability in all relevant aspects of arts and cultural activity.
40. Council has been actively promoting environmental sustainability with the major street-based events. The initiatives thus far include waste management and encouraging the use of green transport and use of recyclable materials.
41. All grant recipients are required to identify elements within their programs that are designed to minimise environmental impacts.
42. Grants processing is largely done online, minimising the need for paper products.

Social Implications

43. The positive social outcomes of arts and cultural activity are accepted all over the world and have been substantiated by many research projects.
44. Participation in arts and cultural activity contributes to a sense of well-being, to identity and aspirations and enables community building and expression.
45. In particular in Yarra, it connects with a strong sense of the City's identity; it reflects the vibrancy and diversity of our community. It is often cited as the palpable, yet irreducible quality that makes Yarra an attractive place to live, work and visit.

Human Rights Implications

46. The Community Grants Guidelines are in alignment with the Victorian Charter of Human Rights and Responsibilities Act 2006 and actively supports people to participate in and contribute to their community.

Communications with CALD Communities Implications

47. In the management of the three-year partnership grants special consideration was made for CALD communities who run the Johnston St Fiesta and The Victoria Street Lunar Festival.
48. The application process is streamlined to make the grants as assessable as possible and it is worthy to note that feedback on the "ease of completion" for the applications was sought for all applicants and there was a range of responses from "easy" to "very difficult".

49. Both Johnston Street Fiesta and Victoria Street Lunar celebrate CALD culture and engage heavily with the local and state-wide community.

Council Plan, Strategy and Policy Implications

50. The 2013-2017 Council Plan closely guides the Community Grants Program and therefore the *Creative Yarra*, *Engage Yarra* and *Celebrate Yarra Grants*. Community Grants are intended to support the delivery of the Council Plan and are a key way that those objectives can be achieved in partnership with the community.
51. All five strategic objectives of the 2013–2017 Council Plan relate to the *Creative Yarra*, *Engage Yarra* and *Celebrate Yarra Grants* Program, in particular:
- (a) *Celebrating Yarra's uniqueness*: The Arts & Cultural Multi-Year Grants program provides support for arts and cultural organisations and community groups to develop and present inclusive festivals that reflect the diversity of Yarra, and arts projects and programs that provide opportunities for participation and collaboration;
 - (b) *Supporting Yarra's community*: The Arts & Cultural Multi-Year Grants Program provide a consistent amount of financial support over two or three years to festivals and arts and cultural projects and programs, and to arts and artists in Yarra. This is essential to the development of artistic careers, skills development in the arts, engagement in arts and culture, and the objectives of arts organisations who make, show and house the arts in Yarra; and
 - (c) *Making Yarra more liveable*: The Arts & Cultural Multi-Year Grants Program contributes immeasurably to Yarra's liveability. The extra support provided to local community groups, schools, artists, organisations and others to run their projects adds to the diversity of activities available for residents to participate in.
52. The partnership grants also relate to Council's recently adopted Arts and Cultural Strategy 2016-2020, Events in Public Spaces Policy as well as the Economic Development Strategy, which identifies the need for Vibrant and Thriving Precincts.

Legal Implications

53. The grants program enables Council to achieve some of the basic tenants of the Local Government Act 1989:
- (a) Section 3C - to promote the social, economic and environmental viability and sustainability of the municipal district;
 - (b) Section 3D - fostering community cohesion and encouraging active participation in civic life; and
 - (c) Section 3E - planning for and providing services and facilities for the local community.
54. All grant recipients are required to enter into formal Funding and Service Agreements outlining their obligations and responsibilities, including progress reports and funding acquittals, as a part of the grants awarding process.

Other Issues

55. In many cases, Yarra's grants provide one of multiple sources of funding to enable organisations and artists to undertake their work. As demonstrated by the total value of the applications, which is more than five-fold of Council's investment; applicants draw on Federal, State, philanthropic and commercial support for the projects.
56. Therefore changes in Federal, State or market trends will impact on the sector.
57. The current Federal Government's arts funding cuts in previous years have been felt by arts companies across Australia and has been one of the most significant shifts for the sector in decades. Sixty-five (65) previously funded organisations across Australia lost their funding, these include Yarra connected companies: Centre for Contemporary Photography and Next Wave Festival.

58. These changes create larger demand for local funding programs; this is likely to show up also in the Yarra's Annual Grants program, and also makes some of the proposals non-viable as their viability relied upon Federal support.
59. The increase in arts and cultural organisations scheduled to operate out of the new Collingwood Arts Precinct, which will open in early 2020, has affected the volume of applications received this round.
60. Council received five applications for organisations relocating as tenants into the Collingwood Arts Precinct.
61. There were 33 applications received for the previous 2017-19 Creative Yarra Triennial round. The latest round for *Creative* and *Engage Yarra* received 54 applications in total which is an increase of 58.8% from one round to the next.

Options

62. Council maintains ultimate responsibility in awarding these grants and whilst the community panel has recommended the applicants for funding, the determination is by Council.
63. As can be seen by the number and quality of applications, the funding that is provided by Council is highly valued and in demand. The community panel found the evaluation process challenging given the pressures that many arts companies are facing in Australia and additionally because the volume of applications have increased again with more organisations moving into the City of Yarra.

Conclusion

64. Arts and cultural activities contribute to our city's identity. It makes Yarra liveable, creates local connections, and contributes to Yarra's local economy.
65. The Arts & Cultural Multi-Year Funding Program provided by Council directly funds a variety of arts and cultural activities that contributes to Yarra's reputation as a dynamic, creative and exciting city. Consecutive years of funding provides artists, creative and community organisations with the capacity to plan their work over long periods and gives them an opportunity to leverage this to elicit support from others.
66. The recommendations for Council's Arts & Cultural Multi-Year Grants program are provided in the attachments to this report. All applicants are to be commended for their efforts to improve the vibrancy of Yarra and their success in a highly competitive process.

RECOMMENDATION

1. That Council:
 - (a) endorses the proposed 13 grants recipients for the Arts & Cultural Multi-Year Program as listed in attachments 1, 2 and 3 to the value of \$333,500; and
 - (b) thanks all members of the Yarra Arts Advisory Panel for their time, deliberation and commitment to Yarra's arts and culture program.

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Attachments

- 1 [↓](#) 2019 Creative Yarra - Recommended
- 2 [↓](#) 2019 Engage Yarra - Recommended
- 3 [↓](#) 2019 Celebrate Yarra - Recommended

Attachment 1 - 2019 Creative Yarra - Recommended

Creative Yarra 2020-2021 – Recommended

CYFY20/21-09: un Projects	1
CYFY20/21-24: Centre for Contemporary Photography	2
CYFY20/21-36: Liquid Architecture	3
CYFY20/21-50: Play On Arts Ltd	4
CYFY20/21-53: Mr Alister McKeich	5
CYFY20/21-72: Bus Projects	6

CYFY20/21-09: un Projects*un Projects: art + ideas*

Project description: Over the next two years, un Projects will focus on developing our existing publication projects with the aim of supporting daring arts writing, editorial excellence, supporting the local independent arts community, prioritising emerging and Indigenous voices and finding new audiences both for our projects and for Australian contemporary art more broadly.

un Magazine is our flagship biannual arts publication, a design-led 112-page journal that features essays, articles, interviews, fictocriticism and artist works. Each year an editor and assistant editor is appointed to produce the two issues, ensuring that each volume of the magazine is responsive to and reflective of the local sector, as well as being a standalone editorially driven work. Our editorial team is selected via an open call-out which ensures diversity of voices and ideas by consistently reaching beyond our networks and remaining in dialogue with the arts community.

un Extended was launched in 2017 online to complement the print magazine. It comprises timely reviews of contemporary visual art alongside interviews and media-rich content that cannot be published in print. In 2020 and 2021 un Extended will feature four exhibition reviews (focused on Artist Run Initiatives) monthly alongside interviews and commissioned artist works. It will also include various partnered publishing ventures, including our partnership with KINGS-ARI Emerging Writers Program.

un Conversation exists as a way to complement our publishing endeavours with a range of in-person events that will be developed in consultation with our editors. This includes a reading group to support the emerging contributors to both the magazine and un Extended, the magazine launches and various one-off events (solo and in collaboration with partners including Liquid Architecture and Bus Projects) that will feature various contributors (both writers and artists) to un Magazine.

Both un Conversation and un Extended support our in-house Writer in Residence program, which offers a mid-career arts writer the (paid) opportunity to develop a long-form piece of writing/research for a period of five months. The result will be published by un Books (our new book publishing arm to be launched in 2021) and will also include a public event under the un Conversation umbrella.

Panel comments: A solid application covering how biannual funding will allow the organization to grow financially, professionally and creatively, that meets the application criteria well. Good support from local galleries and other art practitioners (often 'in kind') and also some support from other funding bodies with more being explored.

Total Project cost: \$138,250 **Requested Year 1:** \$17,000 **Recommended Year 1:** \$17,000

Attachment 1 - 2019 Creative Yarra - Recommended

CYFY20/21-24: Centre for Contemporary Photography

Centre for Contemporary Photography - Ensuring continued excellence 2020-2021

Project description: CCP's planned annual 2020-2021 program ensures Yarra residents enjoy exhibitions, education and public programs of a national standard, extending CCP's historical successes. For context, CCP's 2018 program achieved:

- * 26 Exhibitions (50% local/23% national/27% international)
- * 849 Artists
- * 1,481 Artworks
- * 129,472 Visitors
- * 49 Public Programs for 4,575 participants
- * 24 Programs for 659 students from 19 schools within Yarra, and as far as NZ
- * CCP worked with artists such as Sonia Leber and David Chesworth, John Stezaker (UK), Rod McNicol, Clare Rae, Cigdem Aydemir, Kirsten Lyttle, Ross Coulter, Christine McFetridge.

The 2020-2021 CCP annual program would comprise:

Exhibitions

- * Seven exhibition rounds curated by CCP or from our annual EOI process
- * 25-30 individual exhibitions of local, national and international practitioners working in various career phases
- * Major exhibition as part of inaugural, Melbourne-wide photography festival, PHOTO2020
- * 1 major mid-career survey of a prominent Australian artist, toured nationally
- * 1 key visual arts exhibition as part of a major arts festival (i.e. 'Melbourne International Arts Festival')
- * Exhibitors work closely with CCP's experienced team in the development and delivery of their projects, elevating their practice and aspirations
- * CCP's exhibition program achieves a balance that reflects the diversity of our audience, and the City of Yarra community, providing a platform for new or marginalised voices across many demographics
- * Exhibitions toured to regional venues, affirming the gallery and the City of Yarra as a key generator of contemporary thinking

Public Programs

- * A curated program of artist talks, symposia, and performative responses to CCP's exhibitions, enhancing the community's understanding and enjoyment of works presented
- * A series of community workshops, providing practical photography skills to early childhood, hobbyist, emerging and established practitioners, advancing the quality of photomedia produced

Education

- * Artist/curator talks, school exhibition tours, introducing students to contemporary art within a professional gallery. CCP invites each local education provider annually
- * Fitzroy Art Spaces Tour for VCE Studio Arts teachers and students to engage with professionals at participating galleries. Students experience various approaches to exhibiting contemporary art; developed with Victorian Curriculum and Assessment Authority.
- * Rotary Youth Arts Project – CCP delivers 10-15 week, 2-hour photography course for youth-at-risk students

Panel comments: The application is professional and thorough with a great deal of information and thought, and meets all three criteria well, and makes a compelling case for funding. CCP offers important opportunities to artists, curators and audiences throughout Yarra and beyond. The detailed and thorough application recognizes its continuing and future existence in the area as well as its interest in the development of new projects which are responsive to the community. This application also provided great support material.

Total Project cost: \$918,795 **Requested Year 1:** \$23,500 **Recommended Year 1:** \$23,500

Attachment 1 - 2019 Creative Yarra - Recommended

CYFY20/21-36: Liquid Architecture

Polyphonic Social; Polythinking; Ritual Community Music

Project description: POLYPHONIC SOCIAL; POLYTHINKING; RITUAL COMMUNITY MUSIC are ongoing investigations by Liquid Architecture exploring collective authorship of sound, and the sociality possible when many voices are heard simultaneously; conversation and pedagogies as stages for political sound and listening; and the power of experimental music to produce community.

This proposal supports Liquid Architecture's creative research, development and delivery in Yarra 2020-2021, evolving from our ongoing relationships within the City, and leveraging our move to Collingwood Art Precinct in 2020.

From 2020 LA will connect together three interrelated activities across important City of Yarra sites:

- POLYPHONIC SOCIAL is our flagship event with outcomes at Abbotsford Convent and Collingwood Art Precinct. Leading contemporary artists will be commissioned to create collective experiments, radical orchestras, lecture-performances, and other works rethinking polyphony as a forum for collective social and political action. Polyphony describes a 'texture' in which two or more independent voices are discernible, so a 'polyphonic methodology' has much artistic and social potential: to make difference audible, to 'sound' disobedience, choreograph dissonance, and explore harmonies. Since 2016, we have staged Polyphonic Social annually at Abbotsford Convent. Its inspiring success and ongoing community support have convinced us that this project resounds meaningfully with artists and audiences, and deserves to be expanded and developed further with recurring community-based sound and listening events.

- POLYTHINKING describes our lectures, residency, workshops, masterclasses, publishing acts, reading and working group activities exploring theories and practices of sound, philosophy, performance and publishing, hosted at Liquid Architecture's CAP headquarters in Collingwood's creative cluster. Polythinking is about learning how to hold multiple truths at once, producing collaborative sound and listening – and applying that to thinking about how to move forward into uncertain but collectively strong futures, together.

- RITUAL COMMUNITY MUSIC is a performance series across Yarra venues, including and especially The Tote, which explore how radical music can help us manifest new possibilities for thinking, and imagine new ways of organising community through ritual behaviours, actions and languages. This project considers music as a model for civil society, decoding metaphorical power structures: violence, empathy, ecstasy and cooperation.

Panel comments: This is a very strong proposal that clearly stipulates how multi-year funding will enable this truly unique organisation to continue to grow, develop and deliver outstanding programs to the Yarra community and beyond. The project is well connected to Yarra, and capacity was firmly demonstrated through the many funding, presenting, and support partners. The application was well articulated, and demonstrated community outreach as well as collaboration. The panel is recommending partial funding of \$20,000 as that is the amount that was listed as the Yarra funding required in the application budget.

Total Project cost: \$110,000 **Requested Year 1:** \$30,000 **Recommended Year 1:** \$20,000

Attachment 1 - 2019 Creative Yarra - Recommended

CYFY20/21-50: Play On Arts Ltd

Play On 2020-2021 Activities in Yarra

Project description: The Project is Play On's activities in the Yarra in 2020-2021

- Play On has a record of developing and presenting works of outstanding artistic value. Its shows have been called 'meticulously curated' (Finding Figaro, 2019). 'remarkably fresh and innovative,' and 'memorable' (Ripe, 2019). Play On's 2020 and 2021 activities will build on the tradition of artistic excellence established by the company. It is committed to developing and presenting world class artistic experiences in Yarra.
- If successful, this grant would contribute to fees for three key Play On staff roles in 2020-2021: Director, Marketing and Partnerships Manager and Development Consultant. The grant would enable these three staff to implement the company's strategic plan for a sustainable future for Play On through building relationships and developing income sources which will contribute to establishing a secure financial future. In this way the Creative Yarra funding would be leveraged to create future opportunities for Play On. These activities require longevity to be developed and realised and this funding would support Play On to work towards establishing a sustainable future in the City of Yarra.
- This overview details Play On's activities in 2020-2021 which include Series Eight (March 2020), Nine (October 2020), Ten (March 2021) Eleven (October 2021).
- Each series will feature Play On's signature classical and electronic music programming. Individual artists will be drawn from ensembles including the Melbourne Symphony Orchestra and Australian Chamber Orchestra and collaborations for series shows are currently being discussed with the Australian Art Orchestra, Claire Edwardes (Ensemble Offspring) and others.
- The project also includes a brand-new work which will be developed and premiered in Yarra in July 2020. This work is being created in collaboration with the dancer and choreographer Ella Havelka and will have its debut season over two nights in July 2020 at the newly opened Abbotsford Convent Laundries. Ella Havelka is a dancer with the Australian Ballet and Bangarra and is a proud Wiradjuri woman. This work has been identified for its national and international touring potential following the development phase and premier in Yarra in 2020.

Panel comments: A thorough and clear application from professional organisation that demonstrates a good understanding of their audience, and a unique program that has growing community interest and offers a different platform for performers. The application is well articulated and targeting the priorities of the grant program, developing on previous programs with the organisation strategically heading towards a more self supporting model.

Total Project cost: \$166,815 **Requested Year 1:** \$30,000 **Recommended Year 1:** \$30,000

Attachment 1 - 2019 Creative Yarra - Recommended

CYFY20/21-53: Mr Alister McKeich

Experiences of Homelessness – Photo Documentary Project and Outdoor Exhibition

Project description: My aim is to build on my expertise and craft as a documentary photographer, interviewer, writer and exhibition curator, by conducting an in-depth investigation of homelessness within the City of Yarra resulting in an outdoor exhibition, and possible website and book.

The project will consist of photographing and interviewing people to capture a broad range of experiences that constitute homelessness, including rough sleeping, rooming houses and temporary accommodation.

My photo documentary style will be modelled on ‘a day in the life of’ – ie. documenting people’s day-to-day experiences and challenges with homelessness.

I will be working in the medium of analogue film and as such, developing my skills in this area.

Although I have had experience with many short-term photo documentary projects, my aim is to explore this issue in depth and over a long period of time – hence why the two year funding is appropriate for this project.

In order to successfully conduct my photo documentary project, I will make connections with relevant organisations and people experiencing homelessness in order to build trust and develop sensitive and respectful relationships, and be guided by the homeless community.

The outcome of the photo documentary project will be an outdoor exhibition (for example, on Smith Street) that can be attended by everyone, in particular those people from the homeless community who may not feel comfortable stepping inside a gallery.

While the outdoor exhibition will be the priority outcome for the project, it is also hoped that a book and website will also be possibly produced that can be archived by the City of Yarra and accessed long after the exhibition has been completed.

Panel comments: A thorough and interesting application for a project that would highlight an ongoing and important social issue with personal faces in the City of Yarra, and demonstrated the need for the multi-year funding to adequately build the relationships required. The applicant has established credentials as an advocate for human rights, via his work and art.

Total Project cost: \$22,000 **Requested Year 1:** \$15,000 **Recommended Year 1:** \$15,000

Attachment 1 - 2019 Creative Yarra - Recommended

CYFY20/21-72: Bus Projects

Bus Projects 2020-2021 Program

Project description: Bus Projects's 2020-2021 program of exhibitions, events, publications and offsite projects will celebrate the work of a diverse range of Australian artists, writers, curators, designers and craftspeople. This program will facilitate the creation of new artwork and showcase the vibrancy and innovation of local art practice and celebrate our community as creative co-producers.

Our 2020-2021 Program will see Bus Projects:

- 1) Working with over 140 artists;
- 2) Presenting 50 solo, curated and group exhibitions;
- 3) Delivering over 40 community, educational, and public programs.
- 4) Initiating publishing, performance, and public outcomes that make full use of our new location at the Collingwood Arts Precinct.

This program will be delivered at a pivotal moment for our organisation. Through a high-profile relocating to the Collingwood Arts Precinct (CAP) in 2020, Bus Projects will eliminate the fee-to-exhibit model which historically requires artists to contribute to sustaining our rental costs.

CAP will be a true creative hub and a vital part of the Collingwood community and Narm Melbourne's creative community. At CAP, our artistic programs and physical venue will be more accessible than ever before. Within this new creative campus, our diverse and accessible range of programming we will increase audience engagement, and continue to develop new avenues for audiences to engage with the practices of young, emerging and established practitioners.

We will champion the value of artists' self-organisation to the broader arts ecology and retain their decision-making at the heart of our organisation. Bus Projects's dynamic program aims to increase and enrich creative development within the City of Yarra's vibrant arts community.

Panel comments: A excellent, thorough and detailed application, that considers the ongoing contribution the gallery makes in offering opportunities to a diverse community of new and emerging artists, abolishing the fee-to-exhibit model making the space far more accessible to new and emerging practices from diverse backgrounds. The multi-year funding would be a significant boost allowing the organisation to consolidate their existing programs while expanding their outreach. The panel praised the payment of artists and support and prioritizing indigenous and trans, non-binary and gender diverse artists.

Total Project cost: \$185,100 **Requested Year 1:** \$23,000 **Recommended Year 1:** \$23,000

Attachment 2 - 2019 Engage Yarra - Recommended

Engage Yarra 2020-2021 – Recommended

CYFY20/21-35: All The Queens Men	1
CYFY20/21-42: Schoolhouse Studios	2
CYFY20/21-46: drummond street services	2
CYFY20/21-64: Jesuit Social Services	3

CYFY20/21-35: All The Queens Men*LGBTI+ Elders Dance Club + Victorian Seniors Festival event*

Project description: 'It made many people who, in their day to day lives in our society feel or are made to feel marginalised, neglected, invisible, lonely - it made these people feel valued, important, beautiful and cared about. I cannot express strongly enough how valuable that is – it brings tears to my eyes just thinking about the value of LGBTI+ Elders Dance Club'. – LGBTI+ elder.

This funding will support annual delivery of LGBTI+ Elders Dance Club and one larger LGBTI+ social event in 2020 and 2021. This two year program is designed for LGBTI+ people (65 +) and their allies. Central to The LGBTI+ Elders Dance Club is providing a space for regular creative expression for participants throughout the year. In addition to The LGBTI+ Elders Dance Club, this funding will enable an annual, larger one off, social event which both compliments and punctuates the ongoing nature of The LGBTI+ Elders Dance Club . These two projects help strengthen the community of LGBTI+ elders and promotes their visibility. The LGBTI+ Elders Dance Club facilitates the physical, cognitive and emotional benefits that come from regular creative practice. This annual event will aim to broaden the profile and social connectivity of DC and the opportunities for LGBTI+ people throughout the City of Yarra and beyond.

The LGBTI+ Elders Dance Club will build throughout the year and culminate in a large-scale performance celebration in October. A fabulous high tea of sorts that combines live music, design, dancing and fashion. This final event will be curated by the participants of DC with featured performances from both professional and emerging LGBTI+ artists. This is a chance for elders to articulate and curate their own artistic celebration, honouring the friendships formed and maintained throughout and beyond The LGBTI+ Elders Dance Club . This final event will take influence from UK artists' Duckie's socially engaged art clubs including The Posh Club and Queers and Old Dears. These arts clubs build community and connect marginalised people in deeply inclusive, accessible and celebratory, creative communal actions. All The Queens Man aspires for this two year program to have the same reach, impact and social transformation.

Panel comments: A clear and comprehensive proposal from an organization that has a proven track record of providing well-regarded similar events in the City of Yarra to an 'often invisible', isolated and 'under-served' part of the community. The clarity of the vision the Engage grant would contribute to ATQM was clear. It enables ATQM to conduct current activities and enable its growth. By offering a larger event in Yarra it indicates how ATQM have consulted with the current participants and have responded to their needs and desires for greater activity in Yarra. Clear goals, good community networks and support are already established, and strong letters of support provided.

Total Project cost: \$63,000 **Requested Year 1:** \$30,000 **Recommended Year 1:** \$30,000

Attachment 2 - 2019 Engage Yarra - Recommended

CYFY20/21-42: Schoolhouse Studios

Schoolhouse Studios Community Knowledge (SSCK)

Project description: Schoolhouse Studios 2020-21 program SSCK will facilitate a series of practical and creative workshops and events designed to be an exchanging of ideas and knowledge between the SHS residents, our neighbours, and local community. SSCK builds upon our existing programming of 24 exhibitions and over 80 events a year. For almost eight years SHS has been opening our doors to the local community in the form of events, panel discussions, workshops and parties. SHS puts relationships and knowledge exchange at the centre of our operations and SSCK will refine and improve these programs based on what the community needs. The programs have been developed in consultation with the SHS community in order to guarantee they are relevant and meaningful for the community. With regard to this our programming is intentionally responsive, and flexible.

The series of pedagogical events and workshops will engage with a variety of community members with diverse skills and knowledge. The project will cultivate relationships between creatives, organisations, business's, not for profits and the general public to collaborate and explore new ideas together. SSCK will facilitate an exchange of ideas, and will create new opportunities for SHS residents and the broader community to promote and present their work to each other and to the local community.

Panel comments: This application addresses some of the key objectives of the Engage Yarra funding stream well with good support material. It's good to see that a diverse program of events will be curated by Schoolhouse Studios in consultation with other organisations and that events will be accessible. Of note is the variety of programs (gender, youth, disability, mental health) on offer, the existing connections with other agencies and the willingness to work with a range of disabilities to assist with inclusiveness.

Total Project cost: \$30,410 **Requested Year 1:** \$10,000 **Recommended Year 1:** \$10,000

CYFY20/21-46: drummond street services

Reach Youth Music Studios (RYMS)

Project description: Reach Youth Music Studios (RYMS) is a free music and dance program for young people aged between 8 and 13 from the Collingwood and Fitzroy public housing estates. The program offers mentoring support for young people to develop skills in electronic beat-making, lyric writing, recording and performing, as well as connecting them to performance opportunities. The music component runs alongside a funded hip-hop dance workshop which develops young people's skills in dance and choreography.

Moreover, in accordance to the drum Youth Services's youth-led approach, RYMS is led by young musicians with strong connections to the Collingwood and Fitzroy estates, with support from qualified youth workers and volunteers, ensuring employment opportunities for local young people and peer-to-peer role modelling for participants. In addition to practical skills, the program nurtures participants' sense of confidence, belonging and identity through creative means.

Panel comments: A comprehensive and significant proposal that supports the young and vulnerable in Fitzroy and Collingwood housing estates in an extension of a proven project with letters of support. The panel felt this is a wonderful initiative that is of significant importance to our younger community members especially those who are considered 'at-risk'. The RYMS program encourages community participation, creativity and a sense of belonging - things that are important when developing a sense of self for a vulnerable group, and that the application clearly demonstrated the benefits to Yarra and capacity of the applicant.

Total Project cost: \$55,500 **Requested Year 1:** \$30,000 **Recommended Year 1:** \$30,000

Attachment 2 - 2019 Engage Yarra - Recommended

CYFY20/21-64: Jesuit Social Services

Story Lab

Project description: The Artful Dodgers Studios (ADS) propose to develop Story Lab, a podcast project giving 'at-risk' young people from diverse backgrounds a creative and direct means of expression and a medium to tell their stories. We aim to produce and promote a creative, high quality, engaging podcast that amplifies the voice of marginalised young people aged 15-27.

Story Lab is a collaborative podcast project combining the creative and mentoring skills of 5 of Victoria's best audio story tellers, working alongside a group of young people who have faced or are facing significant life challenges. Story Lab will be facilitated by the working experience of community cultural development artists and based at the Artful Dodgers Studios in Collingwood.

StoryLab was generously given seed funding by the Lord Mayors Charitable foundation for 2019, allowing for the purchase of equipment and the testing of the project model. We are now seeking support from the City of Yarra to build on this foundation and to engage more participants who live in the City of Yarra or who participate in various local organisations.

"At-risk" young people's voices and stories are rarely heard in the public domain, further isolating them from meaningful participation in Victoria's cultural, artistic and civic life. The project invites, supports and gives voice to these young people stories. Story Lab empowers participants with the art of story-telling. It also offers the general public the gift of these stories, allowing entry into these young people's lives through the intimate medium of audio (a bridge to understanding, empathy and compassion). Participants will be encouraged to contribute at any given stage of production, from ideation and scripting to technical production, collection of sound-bites, interviews, music and editing.

Story Lab is a valuable addition to the spectrum of the ADS' Community Cultural Development work, as well as to the broader repertoire of Australian podcasts.

Storytelling has powerful potential: for self-reflection, deeper understanding, and for taking control of one's life narrative. The podcast medium is especially suited for this. Its low-threshold and accessible character is democratic in nature, allowing for authentic expression. It is intimate, collaborative and creative.

Panel comments: A thoughtful and timely project to give 'voices' to marginalized youth using a contemporary platform. There is a clear rationale, well-thought out plan and good support (including mentors) for the project from key people, and good collaboration with local organisation and businesses.

Total Project cost: \$33,400

Requested Year 1: \$30,000

Recommended Year 1: \$30,000

Attachment 3 - 2019 Celebrate Yarra - Recommended

Celebrate Yarra 2020-2022 – Recommended

CEL20/22-01: Victoria Street Business Association Inc	1
CEL20/22-02: Centre for Projection Art Inc	1
CEL20/22-03: Hispanic Latin American Festival & Cultural Association	2

CEL20/22-01: Victoria Street Business Association Inc*Victoria Street Lunar Festival*

Project description: The Victoria Street Lunar Festival has become one of the most popular and recognised Lunar New Year celebrations on the calendar, drawing people from all over Melbourne each year.

The festival is held along Victoria Street, Richmond and coincides with the Vietnamese and Chinese Lunar New Year. The next Victoria Street Lunar Festival is to be held in January 19th 2020. The festival is a wonderful opportunity for Victoria Street to continue to

treat the community with a vibrant, colourful and culturally rich experience.

The one-day festival provides a diverse range of multicultural entertainment and activities for all ages. A favourite attraction, the festival's Lion and Dragon Dancers parade through the street to welcome people of all cultural backgrounds to the celebrations accompanied with a traditional firecracker display. A full day stage program features local and overseas entertainment for multicultural audiences. A kid zone feature activities for families and children - creative corner, magic show, face painting, flower wall... A great place to hang out for families with young children.

Panel comments: A good application for an ongoing and important annual cultural event, which attracts a large audience and celebrates cultural diversity. The opportunity to re-vitalize the street's reputation is also significant. The panel recommend that the festival organisers connect with Council to engage with Community organisations to help address issues from diverted drug users during the festival.

Total Project cost: \$310,000 **Requested Year 1:** \$35,000 **Recommended Year 1:** \$35,000

CEL20/22-02: Centre for Projection Art Inc*Projection Yarra*

Project description: Gertrude Street Projection Festival is a long-standing, annual, free, open-air, new media art exhibition that receives an estimated +50,000 visitors each year. It includes large scale works to access the many people moving through Gertrude Street during the Festival. Work is visible from the footpath, local business/residences, public transport and even passing cars, creating an immediate and strong visual impact on the public. This art experience becomes part of a night out to share. Couples, friends, work colleagues, families with children or older parents all visit the festival. The Festival successfully integrates art into the landscape, allowing people to be provoked by the artists' view of the world, and benefit from the experience of art.

The Gertrude Street Projection Festival has a large and diverse audience and demonstrates that art in public spaces can engage and build community. Audiences that come to the Festival have the opportunity to explore new spaces that are otherwise private or inaccessible, such as the Fitzroy Housing Estate. Audiences have the opportunity to mix with diverse communities and learn new stories in a safe and welcoming environment.

The Festival boosts the profile of the local area, strengthens networks and contributes to a resilient and supportive neighbourhood by presenting a high standard of well-produced and curated work.

Panel comments: A well-thought out and comprehensive application from an organization that has provided a significant event to the City of Yarra over the past 12 years. The project has grown substantially over time and has plans for further growth with its move to CAP in 2020. There are already important community networks but the move will potentially enhance these and assist with future growth and projects. The application included a clear and articulate strategic plan, and awareness of cultural diversity and inclusiveness is very good, which is further amplified by the large audience which attends the event.

Total Project cost: \$400,152 **Requested Year 1:** \$35,000 **Recommended Year 1:** \$35,000

Attachment 3 - 2019 Celebrate Yarra - Recommended

CEL20/22-03: Hispanic Latin American Festival & Cultural Association

Johnston Street Fiesta

Project description: Founded in 1978, the Hispanic Latin American Festival takes place each November over a weekend in the Spanish Quarter of Johnston St, Fitzroy. The festival is a celebration of Spanish and Latino American arts, music and entertainment - free of charge for all. The street is lined with food stalls from all countries of the Hispanic Latin community for all to eat and enjoy. The Festival is a two-day celebration filled with splendid sounds, tempting treats and colourful culture that the Hispanic Latin community is famous for. More than 20 different Spanish-speaking countries bring the stage alive with their colourful costumes. The Festival has grown into the largest two day cultural event in Victoria. There will two stages providing cultural entertainment throughout the day and night.

Panel comments: A good application for an important and well-regarded annual cultural event which attracts a large audience and celebrates cultural diversity.

Total Project cost: \$375,500 **Requested Year 1:** \$35,000 **Recommended Year 1:** \$35,000

11.5 Yarra Trams MoU

Trim Record Number: D19/78724

Responsible Officer: Acting Director Planning and Place Making

Purpose

1. As part of its commitment to Zero Harm, Yarra Trams has prepared an MOU (Memorandum of Understanding) for the inner Melbourne Councils to work together on the issue of tram safety. This will be conducive to State Government deciding to invest in measures to improve tram safety in Yarra.
2. A copy of the MOU is provided as '*Memorandum of Understanding on Tram Safety*' (Attachment 3).

Background

3. In Melbourne, there are nearly one thousand vehicle to tram accidents, 30 serious passenger falls and 300 minor passenger falls each year. Around 65 per cent of vehicle collisions are due to vehicles merging mid-block or doing a u-turn in front of a tram. Only three per cent of accidents are estimated to be caused by trams. Forty per cent of all serious falls are due to emergency braking on trams to avoid collision which result in tram passengers being jolted forward suddenly causing any standing passengers in particular to lose their balance. These falls can have long term significant impacts on tram passenger's especially older passengers who are more likely to break bones or receive other injuries and then have their lives shortened as a direct result of the injury caused.
4. A lack of separation between trams and cars is a major cause of tram incidents with 40 of all collisions occurring on just 15 per cent of the network where full time separation is provided by plastic strips and painted lines which drivers can easily ignore. Yarra is over represented in the crash statistics with Bridge Road for example being one of the most dangerous sections of tram route in Melbourne in terms of the number of tram to vehicle collisions.
5. In total, 148 incidents were recorded on Bridge Road alone over a recent four year period. Across Yarra over this period Yarra Trams crash data shows:
 - (a) 456 vehicle to tram collisions;
 - (b) 21 passenger falls;
 - (c) 27 near hits; and
 - (d) 3 incidents resulting in serious injuries: 1 each on Bridge Road, Swan Street and Smith Street.
6. A fact sheet produced by Yarra Trams on tram incidents in Yarra is provided as '*Trams and Road Safety in Yarra*' (Attachment 1).
7. There are various options available to improve tram safety. Further details of the tram safety problem in Melbourne and options to improve tram safety are provided in the Separation and Tram Safety Report produced by Yarra Trams provided as '*Separation and Tram Safety*' (Attachment 2).
8. This MOU focuses on the need to address tram safety issues. This is the first step in a wider process to build on and improve Council's strong relationships with the tram operator (Yarra Trams) and state Government agencies that work on tram projects in Yarra including the Department of Transport, VicRoads and PTV. The objective of this process will be to encourage these agencies to invest in the tram network in Yarra.

External Consultation

9. External consultation was not required and not completed.

Internal Consultation (One Yarra)

10. The Executive team were briefed on this project in line with Council practices.

Financial Implications

11. None.

Economic Implications

12. None.

Sustainability Implications

13. Signing the MOU and improving tram safety will encourage more people to travel by sustainable modes of transport.

Social Implications

14. None.

Human Rights Implications

15. None.

Communications with CALD Communities Implications

16. None.

Council Plan, Strategy and Policy Implications

17. The Strategic Transport Statement states that City of Yarra will work with project partners to increase tram safety.

Legal Implications

18. None.

Other Issues

19. None.

Options

20. The options are as follows:
- 1: Sign the MOU
 - 2: Sign the MOU subject to changes
 - 3: Not sign the MOU
21. The officer recommendation is to pursue option 1 and sign the MOU as it is.

Conclusion

22. As part of its commitment to Zero Harm, Yarra Trams has prepared an MOU for the inner Melbourne Councils (including Yarra) to work together on the issue of tram safety. This will:
- (a) Help to improve road safety for residents and workers by focusing on significant tram safety issues in Yarra area as shown by tram safety statistics;
 - (b) Build on the existing good stakeholder relationship;
 - (c) Provide evidence of stakeholder alignment to encourage State Government to invest in City of Yarra streets and places; and
 - (d) Progress policy positions as set out Council's Strategic Transport Statement.
23. This MOU focuses on tram safety. This is the first step in a wider process to build on and improve Council's strong relationships with the tram operator (Yarra Trams) and state Government agencies that work on tram projects in Yarra including the Department of Transport, VicRoads and PTV. The objective of this process will be to encourage these agencies to invest in the tram network in Yarra.

RECOMMENDATION

1. That:
 - (a) The contents of this report and its attachment are noted; and
 - (b) Council demonstrates its commitment to work with Yarra Trams on improving tram safety by authorising the Chief Executive Officer to sign the attached MOU

CONTACT OFFICER: Simon Exon
TITLE: Unit Manager Strategic Transport Planning
TEL: 9205 5781

Attachments

- 1 [!\[\]\(e662c6fdc679f154c0e75d901761d894_img.jpg\)](#) Yarra Trams - Trams and Road Safety in Yarra - April 2019
- 2 [!\[\]\(e0657301a840725a62b5d9c03de7d165_img.jpg\)](#) Yarra Trams - Separation and Tram Safety - April 2019
- 3 [!\[\]\(c84b30d7d5311af020af6bce6a2c548f_img.jpg\)](#) Yarra Trams MoU - For Execution

Fact Sheet

Trams and Road Safety in Yarra



As part of our commitment to Zero Harm, Yarra Trams has prepared this Fact Sheet about trams and road safety in Yarra.

The table below compares the tram road safety environment in Yarra to the tram network overall:

Percentage that is:	Yarra	Network
Strongly separated (kerbs or reserve)	24	25
Moderately separated (plastic strips)	8	8
Weakly separated (painted lines)	4	10
Not separated	64	57

In four years from 2014 to 2018, Yarra Trams recorded:

- 456 vehicle to tram collisions
- 21 passenger falls
- 27 near hits
- 3 incidents resulting in serious injuries: 1 each on Bridge Road, Swan Street and Smith Street.

More details are shown to the right and on the map overleaf.



Upgrading separation designs is an opportunity for road authorities to improve safety around trams.

'Top Ten' Streets for Tram Road Safety Incidents	Number of incidents
Bridge Road	148
Nicholson Street	94
Victoria Street	68
Swan Street	33
Brunswick Street	29
Smith Street	24
Gertrude Street	23
Lygon Street	20
Queens Parade	19
Church Street	15

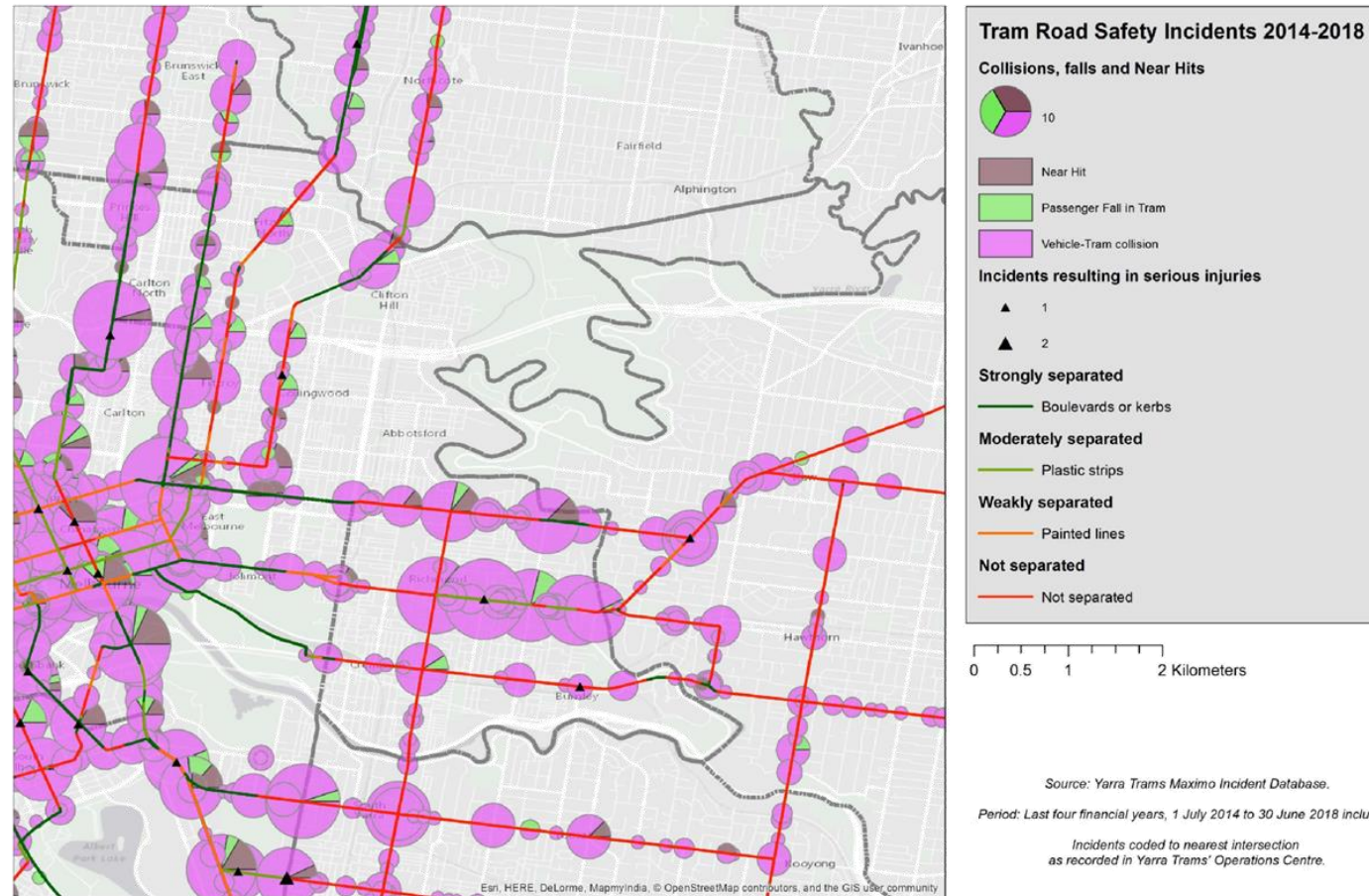
Across Melbourne, nearly 40 per cent of collisions, falls and near hits happen on the 15 per cent of the tram network with full time separation by plastic strips and painted lines.

Wednesday 10 October 2018



Attachment 1 - Yarra Trams - Trams and Road Safety in Yarra - April 2019

Trams and Road Safety in Yarra



Wednesday 10 October 2018



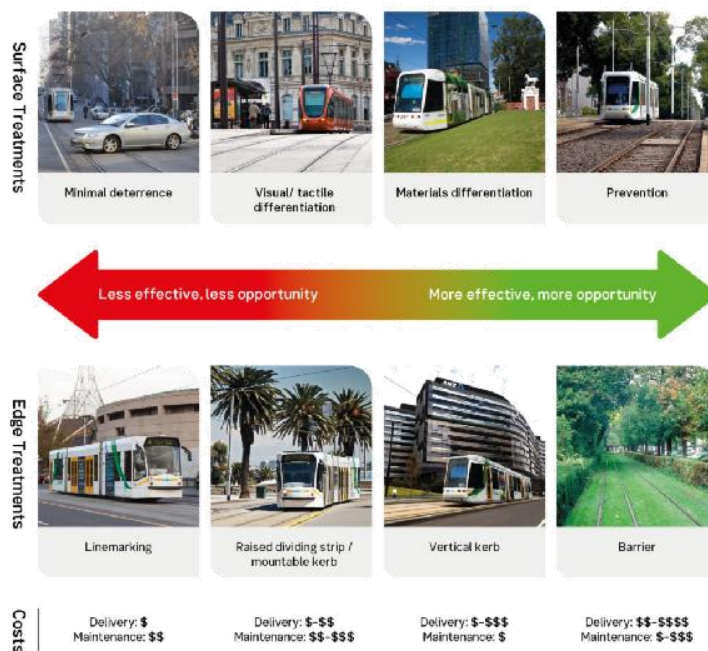
Attachment 1 - Yarra Trams - Trams and Road Safety in Yarra - April 2019

How you can help

Some of the things you may be able to influence in your area to improve road safety involving trams include:

- Undertaking Road Safety Audits and sharing the findings with VicRoads, Transport for Victoria and Yarra Trams to find solutions
- Incorporating tram safety into Road Management Plans through planning for regular maintenance of plastic strips and linemarking
- Supporting the upgrade of less safe separation designs to safer separation using kerbs, moving along the 'separation spectrum' shown below
- Incorporating tram safety improvements into Road Safety Plans
- Identifying opportunities and planning for new 'safe separation' such as raised track and green tracks
- Improving traffic signals to reduce conflicts between trams and other road users
- Reviewing where cars need to make turns along tram routes, and removing uncontrolled turns where possible to reduce conflicts with tram movements

Separation Spectrum Design options and outcomes



Wednesday 10 October 2018

This Fact Sheet is to be read in conjunction with the Separation and Tram Safety Summary Report or Detailed Report and is not guaranteed to be free of errors or omissions.



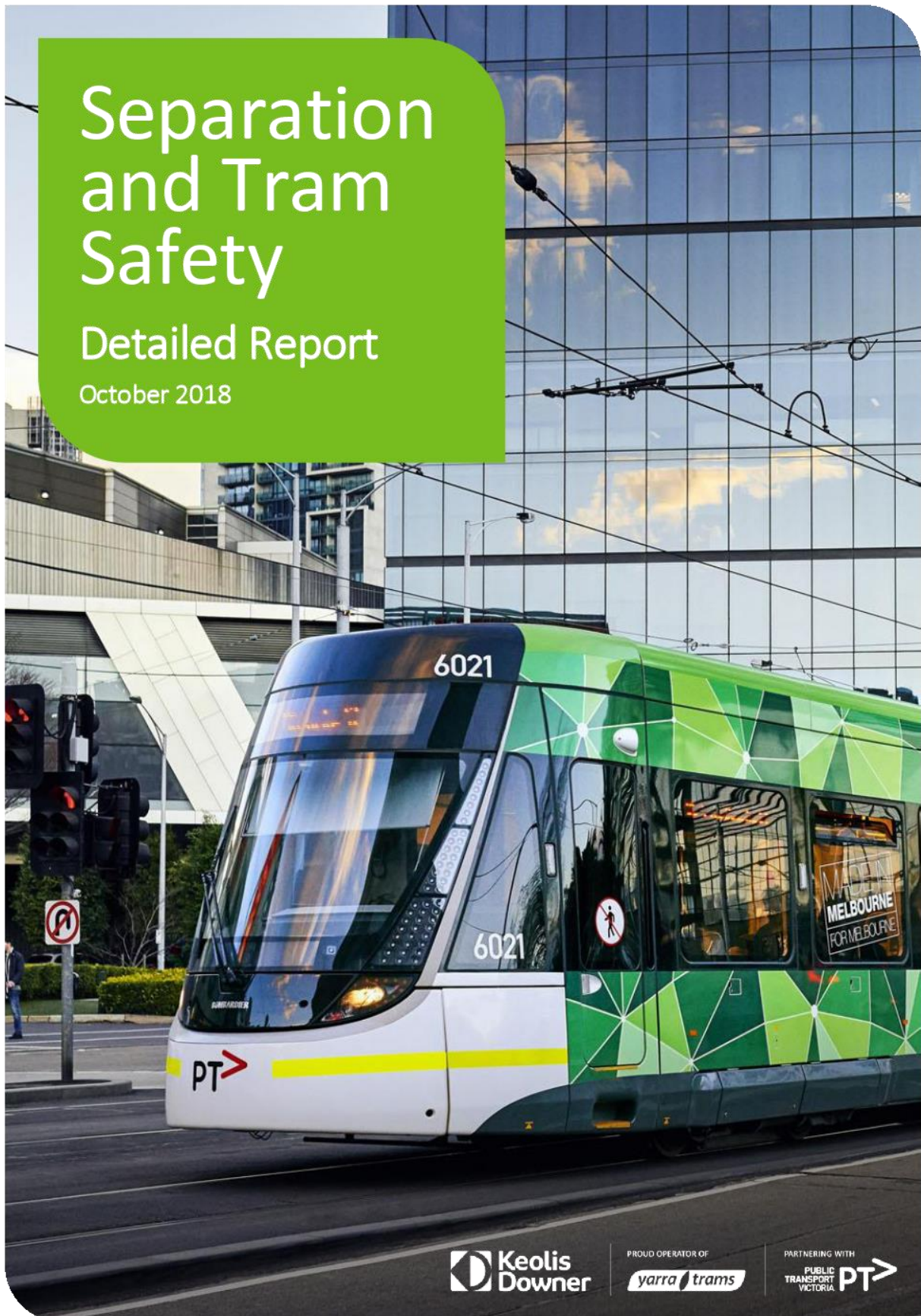
PROUD OPERATOR OF



Separation and Tram Safety

Detailed Report

October 2018



 **Keolis
Downer**

PROUD OPERATOR OF

yarra trams

PARTNERING WITH

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PT >

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

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Executive Summary

This report highlights the operational perspective on tram road safety in Melbourne. It highlights the challenges, but also recent successes, in improving tram safety for the 200 million passengers carried every year.

Our passengers and staff have experienced close to:

- one thousand vehicle to tram collisions every year for the past four years – an average of three collisions every day
- 30 serious passenger falls, and
- nearly 300 minor passenger falls, many due to emergency braking for other vehicles.

Yarra Trams reviewed four years of vehicle-to-tram collisions, passenger falls on trams, and near hit incident reports. We filtered out incidents that were clearly not related to other road users. We then mapped the remaining 4,350 incidents, and the associated serious injuries, and assessed the type of separation in place on that section of the network.

Key safety findings

- Across Melbourne, nearly 40 per cent of collisions, falls and near hits happen on the 15 per cent of the tram network with full time separation by plastic strips and painted lines.
- Substantial improvements in tram safety are possible by upgrading existing 'moderate' and 'weak' separation to stronger, safer designs.
- More effective separation is appropriate on the busiest parts of the tram network.
- Yarra Trams has measures in place to reduce the number of incidents. Despite this, the number of incidents has stayed at around 1,000, suggesting new initiatives are needed.

Road safety incidents are a source of delay and disruption to passengers.

Key disruption findings

- 'More disruptive' and 'most disruptive' incidents cluster at key intersections on the approach to the CBD.
- Typically 10 trams are unavailable for peak services due to collision repairs.
- Tram repairs after a vehicle collision took 13 days on average in 2017.
- 40 per cent of collisions take more than a week to repair.

Next Steps

Road authorities may be able to influence road safety involving trams by:

- Undertaking Road Safety Audits and sharing the findings with VicRoads, Transport for Victoria and Yarra Trams to find solutions.
- Incorporating tram safety into Road Management Plans through planning for regular maintenance of plastic strips and linemarking.
- Supporting the upgrade of less safe separation designs to safer separation using kerbs, moving along the 'separation spectrum'.
- Planning for new 'safe separation' such as raised track and green tracks.
- Improving traffic signals to reduce conflicts between trams and other road users.
- Reviewing where cars need to make turns along tram routes, and removing uncontrolled turns where possible to reduce conflicts with tram movements.

Context and purpose

About this report

As part of its commitment to Zero Harm, Yarra Trams has prepared this report to inform our stakeholders about the relationship between tram safety and the design of separation on roads.

Zero Harm is one of Yarra Trams' fundamental values. Our passengers and staff have experienced close to one thousand vehicle to tram collisions every year for the past four years – an average of three collisions every day. There are also 30 serious passenger falls, and nearly 300 minor passenger falls every year, many due to emergency braking for other vehicles.

About the data used in this report

Yarra Trams has undertaken a comprehensive review of four years of tram safety data to prepare this report.

When an incident occurs on Melbourne's tram network, Yarra Trams' operations centre records the details as reported by the tram driver. Location is reported to the nearest known intersection. In the City, this is usually one of the main or "Little" streets; in the suburbs it is the side streets.

In line with our Zero Harm commitment, we capture many incidents that otherwise go unreported in road safety databases like CrashStats.

Yarra Trams reviewed four years of vehicle-to-tram collisions, passenger falls on trams, and near hit incident reports. We filtered out incidents that were clearly not related to other road users. We then mapped the remaining 4,350 incidents, and the associated serious injuries, and assessed the type of separation in place on that section of the network (e.g. Figure 1 and Figure 2).

This report is an update of the previous edition dated May 2018. The main changes are:

- further classification of past incidents resulting in injuries; and
- incorporation of 2017/18 financial year safety data.



Figure 1: A midblock vehicle to tram collision in Bridge Road. Note the raised dividing strips



Figure 2: A midblock vehicle to tram collision in St Kilda Road, occurring in full time tram lanes

Background

An important road safety issue: preventable vehicle to tram collisions

Yarra Trams has experienced close to one thousand vehicle to tram collisions every year for the past four years – an average of three collisions every day. Yarra Trams also experiences 30 serious passenger falls, and nearly 300 minor passenger falls every year.

This ongoing rate of incidents is a major strategic concern, given Yarra Trams' value of 'Zero Harm' in provision of tram services for Melbourne.

Yarra Trams' data shows that:

- Around 65 per cent of the vehicle collisions are due to vehicles merging midblock or doing a U-turn in front of a tram. About 30 per cent are at intersections. Only 3 per cent of the incidents are estimated to be caused by trams.
- 40 per cent of serious falls are estimated to be due to emergency braking to avoid a collision.

The general location of these incidents over the past four financial years is shown in Figure 3 below. This map shows vehicle collisions (including derailments from collisions), passenger falls due to emergency braking, and near hits to vehicles, and the locations of incidents that resulted in serious injuries (37 incidents in total).

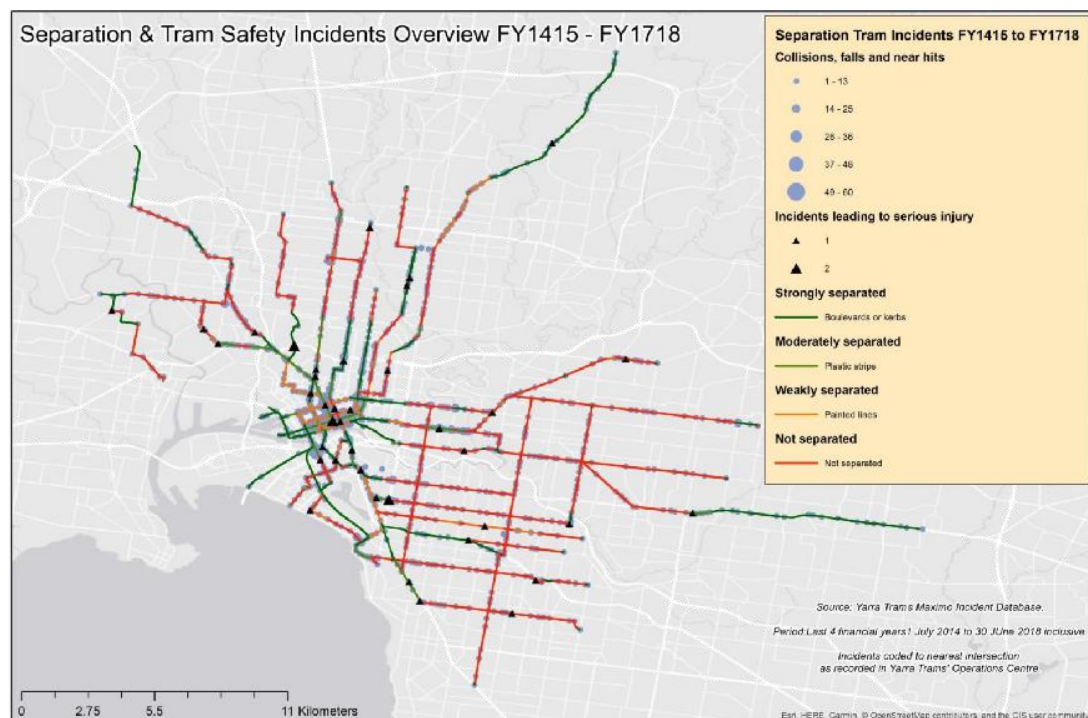


Figure 3: Locations of vehicle to tram collisions, near hits, passenger falls and resulting serious injuries (FY 2014/15 through 17/18)

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

The Significance of Separation

Melbourne is home to the largest tram network in the world, where electric trams have operated in the city continuously since 1906. The network's age and extensive coverage come with some strategic challenges such as the high proportion of track that shares road space with general traffic.

Modern tram networks typically use 'surface' and 'edge' design features to effectively prevent unmanaged vehicles on tram tracks. A 'spectrum' of design options is available of varying effectiveness in transport and urban design outcomes. The more effective tram separation design interventions are

larger in scope, with greater potential to contribute to meeting non-transport placemaking and urban design objectives across the wider public realm.

Fully implemented 'strong' separation includes:

- Combined surface and edge treatments to provide separation along and across tram tracks,
- Minimisation of remaining crossing points over the tram tracks, and
- Signal controls to prioritise tram movements.

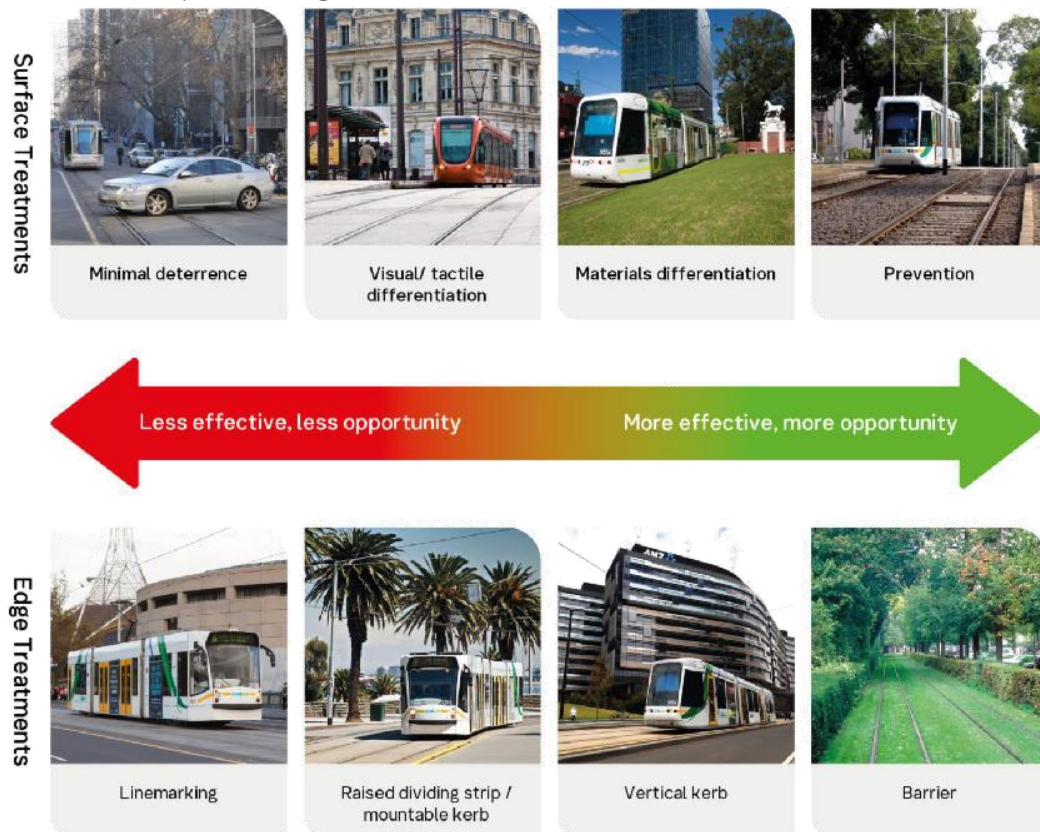


Figure 4: The 'separation spectrum' of separation design effectiveness and opportunity for placemaking

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

In Figure 5, the separation environments are characterised as:

Strongly separated

- Right of way: trams operate in an exclusive right of way that is separated from traffic and in some cases also pedestrians
- Boulevard (hard median): trams are separated from traffic (except when crossing through an intersection), but not from pedestrians

Moderately separated

- Mountable separation kerb: trams are separated from traffic by raised dividing strips that vehicles can cross

Weakly separated

- Full Time Tram Lane: trams are separated from traffic by painted lines and regulations

- Part Time Tram Lane: trams are separated from traffic by painted lines and regulations but only at some times of day

Not separated

- Shared Running: trams operate in the general traffic flow
- Shared Space: trams operate in a street with pedestrians but no motorised vehicles

With approximately 25% of the tram network 'strongly separated' from general traffic using design solutions to prevent unmanaged motor vehicles on tram track, there is a much greater chance of conflict between trams and other road users, as well as a higher rate of preventable safety incidents and delays, than there would otherwise be if stronger tram separation design strategies were increased across the network.

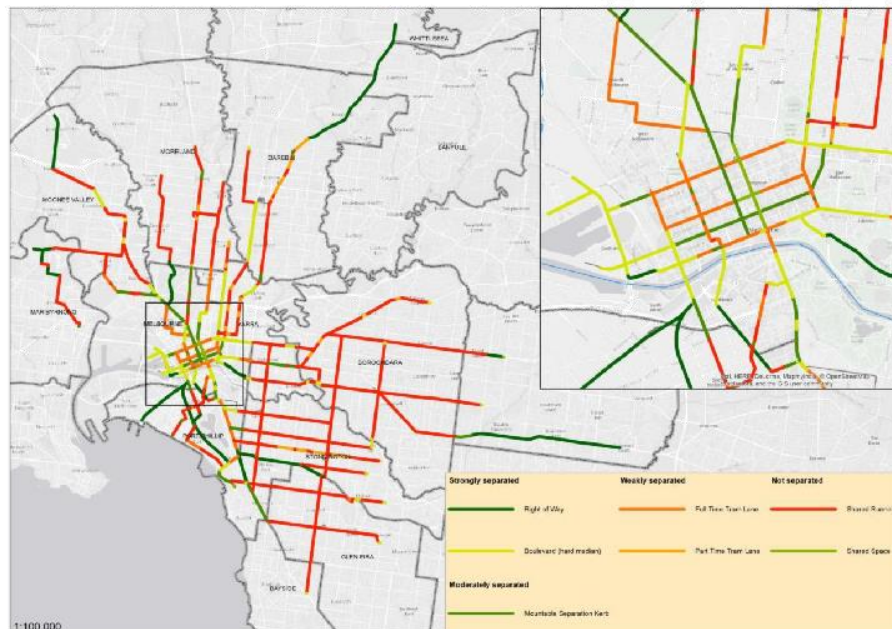


Figure 5: Overview of separation environments, 2017 (Source: Yarra Trams analysis)

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Table 1 below shows a disproportionate number of safety incidents occurred where trams are moderately or weakly separated from general traffic. Full time separation designs within these two categories perform the poorest, with nearly 40% of safety incidents occurring on 14.6% of the network.

Level	Type	% of Track	% of Incidents
Strong	Right of Way	15.3	4.53
	Boulevard	10.5	14.30
Moderate	Raised Dividing Strips	8.3	24.16
Weak	Full Time Tram Lane	6.3	15.36
	Part Time Tram Lane	2.4	0.57
None	Shared running	56.5	39.91
	Shared space	0.7	1.17

Table 1: Overview of separation statistics (FY 14/15 to FY 17/18). Source: Yarra Trams analysis

In comparison:

- Around 20% of incidents occurred in the 25% of the network that is strongly separated
- 41% of incidents occurred in the 57% of the network where trams operated in shared environments

Across Melbourne, nearly 40 per cent of collisions, falls and near hits happen on the 15 per cent of the tram network with full time separation by plastic strips and painted lines.

- A smaller proportion of incidents occurred in 'boulevard' environments, even though they are a larger proportion of the network than raised dividing strips and full time tram lanes.

The incident rate by design type, shown in Table 2, normalises for the amount of tram service operating. Strong separation is typically around four times more effective, and can be up to ten times more effective, than moderate and weak separation designs.

Type	Estimated incident rate per 10,000 kms of tram service
Boulevard	0.2-0.5
Full Time Tram Lanes	0.6-1.4
Raised Dividing Strips	0.9-2.0

Table 2: Range of incident rates by service kilometre, sample of three corridors of each type. Source: Yarra Trams analysis

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Moderate and weakly separated environments represent one of the best opportunities to improve the overall safety of Melbourne's tram network, particularly since the roadways are generally already designed for some form of separation that can be upgraded to a stronger separation design.

Separation is better for road safety overall, not just tram road safety. In 2017, researchers investigated whether general road safety (including collisions not involving trams) was improved by tram priority. The research investigated CrashStats data, which reports fewer vehicle to tram collisions than Yarra Trams data, as collisions must have resulted in an injury to be included in CrashStats. It did not distinguish between the different kinds of separation treatment. The findings were published in an article in the journal *Traffic Injury Prevention*.¹ They include:

- Separation is safer for all road users. Separation is statistically associated with a 19.4 per cent reduction in vehicle- and pedestrian-involved collisions; and
- Intersections with hook turns have a lower general crash rate than intersections without hook turns, which is important context for considering the high number of vehicle to tram collisions in the CBD.

Safety and Separation in Tram Lanes

The busiest sections of Melbourne's tram network are in the CBD and inner suburbs. In many streets in these areas, trams are separated from traffic only by tram lanes, one of the weaker choices on the 'separation spectrum'. These designs permit various traffic movements on the tram tracks, as shown in Figure 6.

In the CBD, tram streets usually provide parallel kerbside parking and a single lane of traffic in each direction. Where double-parking occurs around parking bays, loading zones and taxi ranks, current separation designs allow vehicles to encroach on the tram track, putting tram passengers at risk.

These design choices mean the safe and efficient movement of trams and tram passengers in the busiest part of the tram network is largely reliant on compliance by motorists.

Ironically, this design passively enables double-parking behaviour. Safer separation would deter double parking because its impacts on other motorists would be greater, helping to keep the whole city moving and safe.



Figure 6: Vehicle use of tram lanes (Bourke Street (top) and Collins Street (bottom))

¹ "An empirical bayes safety evaluation of tram/streetcar signal and lane priority measures in Melbourne"

Tram separation contributes to a number of ‘moments that matter’ that are also ‘pain points’ and of high importance to passengers, as shown in Figure 7:

- Being on time and keeping to timetable. More effective separation contributes to reducing delays.
- Feeling safe on trams. Separation can contribute to reducing the actual and perceived risk of a crash or fall.

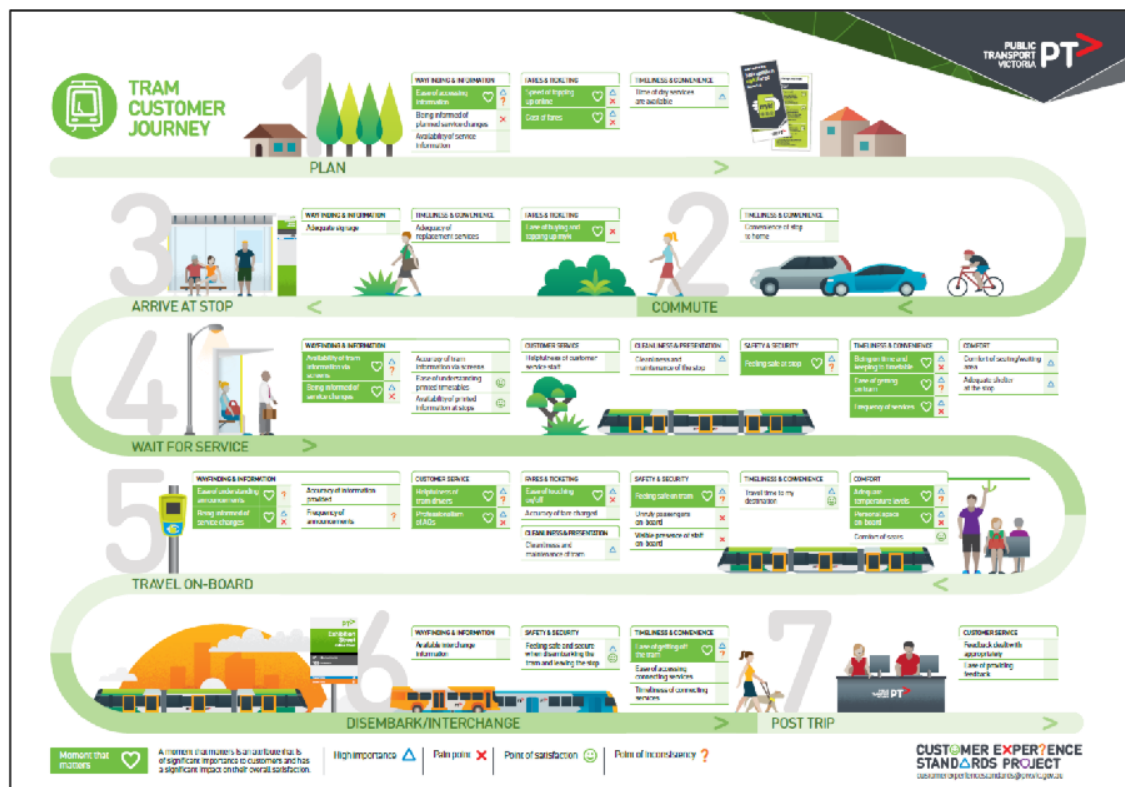


Figure 7: Tram Customer Journey Map (Source: PTV)

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Disruption impacts of tram road safety issues

Road safety incidents are a source of delay and disruption to passengers. The effects of a collision can vary widely, depending on its severity and its location. Although not every collision currently has delay data associated with it, Figure 8 below presents an analysis, based on standard deviations from the mean delay, for the last three financial years for which data was available.

It shows the widespread nature of 'disruptive' and 'more disruptive' incidents, clusters of 'more disruptive' and 'most disruptive' incidents at key intersections on the approach to the CBD and along

corridors where diversion routes are not readily available. It also shows a seriously disruptive incident can occur anywhere on the network.



Figure 8: Estimated disruption associated with safety incidents

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

The high rate of vehicle to tram collisions has major impacts on 'behind the scenes' tram availability for passenger services.

Error! Reference source not found. shows the number of trams unavailable in each peak period due to road safety related collision repairs. In recent times typically around 10 trams have been unavailable. These trams could potentially be providing customer services and Yarra Trams has improved workflows to reduce the repair time as far as possible.

The upwards trend beginning in mid-2015 is largely due to the introduction of new tram classes to the fleet. More modern tram classes have different body types, as well as more advanced technology.

Collision repair times are affected by material, facility, manpower resources and the creation and approval of repair processes that meet original equipment manufacturer requirements.

As the fleet evolves towards newer trams, the case to prevent collisions wherever possible becomes stronger for safety and asset management outcomes.

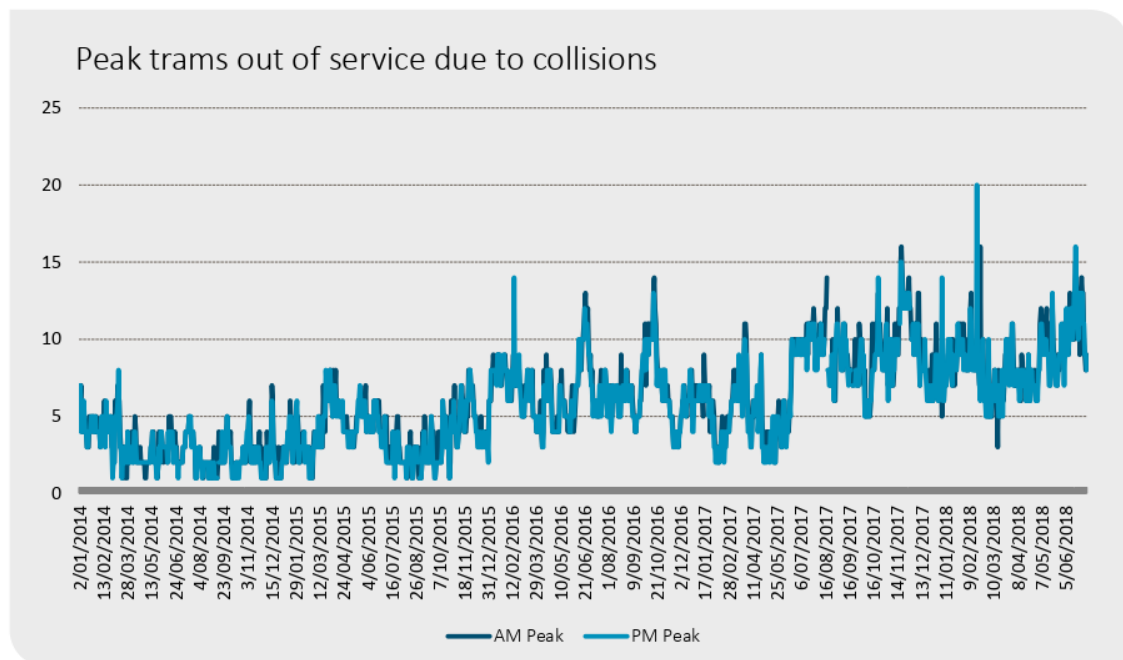


Figure 9: Number of trams out of service in the peak due to collision repairs. Source: Yarra Trams

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Figure 10 shows that even the most minor collision can result in a loss of services. Minor repairs affecting one or two peak periods make up about 29 per cent of all tram unavailability due to collision repairs. However, 31 per cent of minor collisions result in anywhere from three to ten peak periods of service availability loss, meaning that the tram might be unavailable for a whole week of service. 40 per cent require more than a whole week to repair. This displays the major effects that minor collisions have on the tram fleet.

Tram repairs after a vehicle collision took 13 days on average in 2017, down from 16 days in 2015.

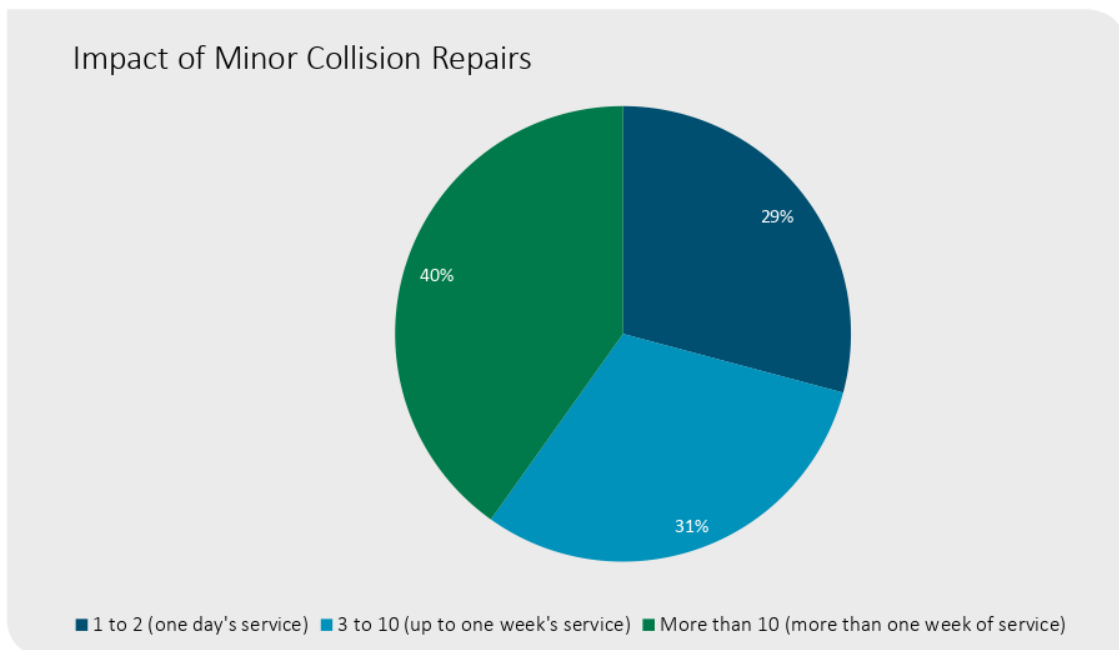


Figure 10: Duration of collision repairs measured in number of peak periods missed Source: Yarra Trams

Yarra Trams' road safety controls

How we're managing this problem today

Consistent with the scale of the vehicle-to-tram collision problem and its impacts, Yarra Trams has a number of safety controls in place to reduce the risk of separation-related incidents so far as is reasonably practicable.

The main controls are:

- Tram braking system: trams are fitted with regular and emergency brakes in recognition of the complex operational environment, and these are regularly maintained and tested
- Driver general operational rules and procedures training: Drivers are instructed in rules on safe distances between trams and other vehicles
- Yarra Trams rule book: Yarra Trams has a rule book in place which provides instruction on safe operations, and this book is regularly updated and reviewed to ensure it reflects operational requirements
- Defensive driving technique training: Drivers are trained to drive trams defensively and to anticipate potential hazards.
- Network monitoring of driver performance: Drivers' skills and adherence to the rules is regularly monitored and corrective actions taken as appropriate
- Line markings e.g. clearance lines: consistent with the Road Management Act, Yarra Trams implements line marking to show other motorists the swept path of the tram to try to avoid vehicle encroachment.
- Signage: Yarra Trams highlights locations on the network as hotspots using signage and regularly liaises with road authorities to rectify signage issues for tram / vehicle interfaces
- Jerk reduction software: Yarra Trams has worked with the tram provider to equip new software to vehicles to reduce controllable causes of passenger falls in particular with promising initial results
- Identified hot spot locations and driver training on the specific risk at these locations: Yarra Trams analyses the safety data to identify hot spots and provide guidance to drivers to better operate trams through those locations
- Provide Victoria Police with data on vehicle to tram incidents so they can increase patrols/enforcement: Yarra Trams engages with the stakeholders that are accountable for enforcement of road rules to try to encourage better compliance
- Gong: all trams are fitted with an audible warning device and drivers are trained in its use in warning motorists
- Lighting/indicators on tram: all trams have a range of lights and indicators to improve motorist awareness of the tram on the road.

The 1000 road safety incidents a year (of which 97 per cent are not attributed to trams) indicates the magnitude of the residual risk to safe tram operations from motorists.

Yarra Trams has a standing working group reviewing these controls and identifying new actions and controls to implement to improve road safety.

This report is also part of Yarra Trams' Safety Strategy and is an important step to assisting stakeholders to understand the role of safe system road designs for the tram network.

Strategic context

Transport and land use

Plan Melbourne, the overarching strategic transport and land use plan for metropolitan Melbourne, was recently refreshed with the government committing to improving the quality and efficiency of the tram network.

The plan's strategic direction for the tram network is to "improve tram travel times, reliability and capacity to support major movements of people by gradually transforming to a light-rail system with increased right-of-way, more accessible, low-floor, high-capacity vehicles, and level-access stops."

One of the identified initiatives is to "improve inner Melbourne tram reliability with a range of measures that give trams greater priority on the road network (such as greater physical separation from other road users and improved technology to manage traffic flows)."

The State Government's SmartRoads framework (and its evolution into a Movement and Place framework) identifies all tram routes as Tram Priority Routes and, in the CBD and inner suburbs, often as Pedestrian Priority Areas.

The Movement and Place framework provides support for the idea that tram movement should be prioritised in a way that is compatible with safe and efficient pedestrian movements in the CBD and inner city.

Local government transport strategies in Moreland, Glen Eira, and Melbourne are currently being revised, but recent key plans and policy directions relevant to tram road safety include:

Plan Melbourne

- Improve tram travel times, capacity, and reliability by increasing right-of-way in an effort to gradually transform the tram network to a light-rail system with more accessible rolling stock and stops.
- Investigate inner-Melbourne tram reliability improvements including a range of measures that give trams greater priority on the road network (such as greater physical separation from other road users and improved technology to manage traffic flows).

Towards Zero Road Safety Vision and Victorian Road Safety Strategy

- Incorporate safe system principles into the design of roads and roadsides...and develop innovative infrastructure solutions.

City of Melbourne Transport Strategy Refresh

- The City of Melbourne Public Transport Network Discussion Paper suggests that the tram network should be 'supercharged' through dedicated road space and enforcement of road rules.

City of Port Phillip Integrated Transport Strategy

- Partner with the Victorian Government and public transport providers to increase the reliability of tram services.
- Partner with PTV and Yarra Trams to deliver a pipeline of integrated movement and place tram projects.
- Target of 3.5 kilometres (by 2021/22) and 5.5 kilometres (by 2027/28) of dedicated tram (or bus) lanes on Council streets

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City of Glen Eira Integrated Transport Strategy 2018-2031

- Identification of Balaclava Road, Hawthorn Road and Dandenong Road as “express public transport routes” with trams
- Support for potential improvements including separating the service
- Identification of a pilot project in 2021 to design and implement a public transport corridor improvement project

Draft Moreland City Council Integrated Transport Strategy

- Strongly advocate and support on-road priority for buses and trams on existing and proposed routes. Removal of car parking will be supported if this increases public transport priority.
- Advocate for measures which improve tram travel time reliability (such as priority and signalling improvements), frequency and capacity.

Moonee Valley Integrated Transport Plan

- Work with State Government, VicRoads and Yarra Trams to accelerate works at key locations and ensure a holistic approach is applied.

City of Yarra Strategic Transport Statement

- Work with relevant authorities to improve tram travel time, quality, safety and reliability.

Design integration with other strategies

Complementing the above transport and land use outcomes, the 'separation spectrum' shows that separation design could allow tram infrastructure to contribute towards achieving non-transport place objectives.

For example, City of Melbourne strategies note that the city has low levels of water permeability. Hard surfaces on roads drain rapidly, meaning that rain has little opportunity to infiltrate the soil. Streets where trams operate also contribute to the urban heat island effect, as shown in Figure 11. Research in Sydney has confirmed that streetscapes are the more heat-sensitive urban feature at a precinct scale.²

In the context of climate change, these factors lead to potential more serious storm and flood events. In turn, these increase the severity and frequency of disruption to tram services.



Figure 11: Thermal Image Showing Streets as the Major Heat Stores in the City. Source: City of Melbourne urban forest strategy

² Sharifi and Lehmann, *Comparative Analysis of Surface Urban Heat Island Effect in Central Sydney*, Journal of Sustainable Development vol. 7, No. 3, 2014

Options

Reducing the vehicle to tram interface

There are a range of options available to road authorities to try to reduce the road safety issues associated with vehicles interacting with trams.

No Change

This option would result in a continuing trend of collisions, near hits and passenger falls. It would forego the associated benefits from preventing collisions, near hits and passenger falls. It would also mean that opportunities to implement State and local strategic plans for transport would not be progressed.

Education Campaign

VicRoads, Victoria Police and Yarra Trams regularly run education campaigns on tram lanes – for example the ‘Obey the Yellow’ campaign in 2008³ (see Figure 12) and the award winning ‘Beware the Rhino’ campaign.

A 2015 campaign called ‘Travel Happy’⁴ continued this theme. One of the specific messages of ‘Travel Happy’ was “on average there are three accidents between cars and trams every day. So, when driving near trams, never cross their path and always check before turning. To keep a safe distance, stay outside the yellow line or raised dividing strip near the tram tracks.”

Figure 12: "Obey the Yellow" Website Content (2008)

³ "Motorists asked to obey the yellow", http://www.police.vic.gov.au/content.asp?Document_ID=14212

⁴ "Share the Road", <http://www.travelhappy.vic.gov.au>

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Education campaigns about driving with trams are repeated regularly, but the safety and performance issues continue to occur. An evaluation of 'Obey the Yellow' found the program had 'only modest impact because these road rules are hard to understand and remain a weak means of controlling driver behaviour around trams.'⁵

Enforcement

Enforcement of tram lanes is made more difficult by the Road Rules which permit a motorist to drive in a tram lane for up to 50 metres if making a turn. Labour-intensive observation of tram lanes is needed to prove infringements of the Road Rules, making it difficult to cost-effectively resource enforcement.

Implementation of raised dividing strips would assist by simplifying enforcement, as driving over a raised dividing strip is an offence unless done to avoid an obstacle.

Good design can effectively 'design out' non-compliance, making it less important to enforce regulations.

Change in Regulation

Changes to the Road Rules to make it an offence to drive in a tram lane could make enforcement easier. However, physical controls would serve to *prevent* safety incidents, whereas regulatory change only *deters* inappropriate behaviour.

Enforcement of changed regulations would need to be considered by VicRoads and PTV in conjunction with Victoria Police, and the alternative of effective design would still be available.

Raised Dividing Strips ('Moderate' Separation)

The Melbourne tram network has numerous areas where a mountable separation kerb, also known as 'raised dividing strips', are used to provide greater physical separation between trams and other vehicles.

Raised dividing strips are quick and easy to install and reduce the rate of tram-to-vehicle collisions, passenger falls and near hits compared to full time tram lanes.

However, they are not particularly effective, and do not have a long design life. They are not self-enforcing and do not ensure the transport objectives for separation are fully achieved. They are easily displaced by cars and trucks turning across the tracks, and degrade under ultraviolet light exposure. In Yarra Trams' experience the material lasts no more than 10 years under Melbourne conditions.

⁵ Currie, G. "Improving Driver Compliance with Streetcar Transit Lanes Using a Public Education Campaign", *Transportation Research Record*, v. 2112 pp. 62-69

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Strong separation

Strong separation uses the most effective elements of the 'separation spectrum'.

There are 'quick win' opportunities to implement strong separation where stakeholders agree on the vision for, and operation of, the street. Separation designs can then be improved with minimal issues.

In other circumstances, there may be impacts on the transport role of the street. For example:

- Taxi ranks may be needed on both sides of a street, and safe pedestrian crossing points planned.
- Emergency services and tram recovery vehicles may need to drive on the track, constraining the design options available.
- More data and stakeholder consultation may be required to close median gaps and crossing points, which can delay implementation.
- Occasional activities like roadside construction may need to be planned for through management plans

Addressing these needs may require budget and planning support.

The VicRoads Traffic Engineering Manual provides some innovative designs. For example, to enable emergency services to use tracks and exit mid-block where required, a kerb can provide a barrier on the traffic side, but be mountable on the tram side, as shown in Figure 13.

A common material choice for strong separation in Melbourne is a 100mm wide bluestone block. This kerb:

- has a small footprint that can be accommodated where painted lines are in place
- is effective in supporting the desired policy and transport outcomes

- has a very long material lifespan with low maintenance requirements, and
- can be recovered during track renewal and reused if the overall separation design is changed to provide a more integrated urban design outcome.



Figure 13: Combined barrier and semi-mountable kerb installed in Lygon Street in 2018

There can be urban design benefits from introducing strong separation as part of an integrated change to tram tracks, noting that:

- Cost-effective implementation at this level of design integration may be best achieved as part of routine track renewal
- The more effective surface design solutions on the 'separation spectrum' may affect the track.
- Addressing urban design desired outcomes whilst still meeting transport requirements may need further design development.

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Case studies

Collins Street Separation Improvements

In 2014, Yarra Trams delivered a project in Collins Street to provide greater physical separation for trams by upgrading painted full time tram lanes to 50mm raised dividing strips.

This project reduced tram to vehicle crashes, passenger falls, and near hits by around 20 per cent, as shown in Table 3. The street has also become less variable from a safety point of view, with the standard deviation nearly halving. This suggests that many of the easily preventable incidents are now being avoided, with the remaining issues reflective of what can be achieved in a busy street with raised dividing strips.

In Collins Street in Docklands, trams have strong separation using a bluestone kerb (Figure 14). The kerb in Docklands is significantly more effective again than the plastic strips used in the Hoddle Grid, suggesting a further improvement in tram safety is feasible through improved designs.

Collins Street section	Estimated incident rate per 10,000 kilometres of tram service
CBD before plastic strips (2012-2014)	1.56
CBD after plastic strips (to 2015)	1.27
Docklands (2014-2017)	0.3

Table 3: Incident rates in Collins Street



Figure 14: C Class tram on boulevard separation in Collins Street

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

Plastic Dividing Strips Lifecycle Case Study

VicRoads has identified the intersection of Nicholson Street with Palmerston and Henry Streets as an illegal manoeuvre hotspot. Four types of illegal turn routinely occur here:

- Turning right out of Henry Street
- Turning right from Nicholson Street into Palmer Street
- Doing a U-turn across Nicholson Street
- Exiting Palmerston Street onto Nicholson Street

The series of photos in Figure 15, from Google Street View, capture a motorist in the act of turning illegally across the raised dividing strips at this location. The raised dividing strips do not deter a small hatchback. Note also that many of the strips are missing, having been knocked out of place by the movements they are intended to prevent.

The second, third and fourth photos show a time series at the same location from Google Street View, highlighting the effect these movements have on the raised dividing strips.

- The second photo, from April 2013, shows a piece of the stripping has been knocked sideways, and some are missing entirely, due to illegal turning movements.
- The next photo, from July 2014, shows the sideways strip removed entirely.
- The last photo shows that as of October 2016, all strips had been replaced.

This demonstrates the ongoing maintenance attention and costs required to maintain this separation. These costs could be avoided if a more effective separation design type was put in place.



Figure 15: Google Street View time series at Nicholson, Palmerston and Henry Streets

Benefits

Positive outcomes for safety and the city

The benefits of improved separation extend well beyond the compelling safety benefits.

Even if only the existing painted lines and plastic strip separation was upgraded to safer designs, Yarra Trams estimates this could reduce vehicle to tram collisions by around 250 a year.

Better separation is estimated to reduce the risk of injury to over 100,000 individual Melburnians every year – including the nearly 1000 motorists every year who collide with trams. With 200 million passengers a year on trams, and well over half of those catching trams in the areas with only moderate or poor separation, addressing this issue is one of the most effective improvements to tram safety.

Better separation is safer for all road users, with research showing a nearly 20 per cent reduction in vehicle- and pedestrian-involved collisions that don't involve trams.

Addressing this problem will reduce the burden on emergency services and hospitals. Monash University data indicates an average of three hospital admissions per month are related to injuries experienced from a fall on a tram that could have been prevented through more effective separation.

Better separation on the 15 per cent of the network could provide the equivalent of up to 3 extra trams in service in the peak. These trams are otherwise wasted by being in Yarra Trams' workshop being repaired after collisions. With up to ten trams out of service for collision repairs in recent years, collisions lead to ongoing disruptions to passengers due to shortages of trams. Funding spent on repairing trams could be better used to provide additional services.

Great separation can also provide significant benefits to the city. Tram tracks occupy one third to half of our key city streets, and could significantly contribute to the greening of streets. Planted tram tracks, which can be enabled by better separation, can potentially help cut the extent and impact of the problem of urban heat islands, and contribute to better management of water, noise and dust in the city.

Summary and next steps

How you can help

This report has highlighted the operational perspective on tram road safety in Melbourne. It highlights the challenges, but also recent successes, in improving tram safety for the 200 million passengers carried every year.

More effective forms of separation and active management of conflicting movements are appropriate on the busiest parts of the tram network. Case studies show that substantial improvements in tram safety are possible by upgrading existing 'moderate' and 'weak' separation to stronger, safer designs.

There are established designs that have been approved by VicRoads and included in the appropriate design manuals that could be the basis for projects to improve the effectiveness of separation.

Design and traffic studies, and stakeholder and community engagement, are important to develop agreed solutions to minimise tram / vehicle interactions by further upgrading physical separation. These studies could consider the full role of the street. Urban design improvements can also add substantial value but can take longer to implement.

Some of the things road authorities may be able to influence to improve road safety involving trams include:

- Undertaking Road Safety Audits and sharing the findings with VicRoads, Transport for Victoria and Yarra Trams to find solutions
- Incorporating tram safety into Road Management Plans through planning for regular maintenance of plastic strips and linemarking

- Supporting the upgrade of less safe separation designs to safer separation using kerbs, moving along the 'separation spectrum'
- Incorporating tram safety improvements into Road Safety Plans
- Identifying opportunities and planning for new 'safe separation' such as raised track and green tracks
- Improving traffic signals to reduce conflicts between trams and other road users
- Reviewing where cars need to make turns along tram routes, and removing uncontrolled turns where possible to reduce conflicts with tram movements

Attachment 2 - Yarra Trams - Separation and Tram Safety - April 2019

This analysis on separation and safety has been provided and completed by Yarra Trams in good faith. The analysis relies on manually recorded safety incidents, therefore Yarra Trams cannot and does not make any warranty whatsoever that the analysis is without error. The information in this analysis is provided "as is", with no guarantee of accuracy, completeness or precision.

To the full extent permissible by applicable law, Yarra Trams disclaims all warranties, promises and/or representations of any kind, (express or implied) as to the nature, standard, accuracy or otherwise of the information provided in this analysis, nor to the suitability of the information for your particular circumstances. The analysis cannot substitute the advice of a professional that can apply separation and safety principles to your particular circumstances.

In no event will Yarra Trams, nor its associates, be liable to you or anyone else for any loss or damages (direct, indirect, consequential or other) that arise in contract, tort or otherwise, from the reliance a person places on this analysis. Reliance includes (but is not limited to) any decision made, attempt to use, distribute, republish or adopt the information provided in this analysis. References in the analysis are provided for informational purposes only and do not constitute endorsement of any other sources.

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Melbourne VIC 3000
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Attachment 3 - Yarra Trams MoU - For Execution



Memorandum of Understanding on Tram Safety

KDR Victoria Pty Ltd, trading as Yarra Trams (**Yarra Trams**)

Yarra City Council

Attachment 3 - Yarra Trams MoU - For Execution

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Attachment 3 - Yarra Trams MoU - For Execution

This MEMORANDUM OF UNDERSTANDING (MoU) is made on the _____ day of _____ 2019 between:

Parties

Name: KDR Victoria Pty Ltd (trading as Yarra Trams) (**Yarra Trams**)
ABN: 42 138 066 074
Address: Level 3, 555 Bourke Street, Melbourne 3000

Name: Yarra City Council
ABN: 98 394 086 520
Address: 333 Bridge Road, Richmond, Victoria, 3121

1. Definitions, Purpose and Background

1.1 Definitions

In this MoU, unless or expressed or implied to the contrary:

Activities means:

Activities undertaken to improve road safety involving trams around Council-managed roads and places including but not limited to:

- (a) Undertaking Road Safety Audits and sharing the findings with VicRoads, local councils, Transport for Victoria and Yarra Trams as applicable to find solutions
- (b) Incorporating tram safety into Road Management Plans through planning for regular maintenance of plastic strips and line marking
- (c) Providing in-principle support for the upgrade of less safe separation designs to safer separation using more effective edge and surface treatments such as raised track, kerbing and planting, whilst incorporating design elements to appropriately accommodate pedestrian and cyclist crossings
- (d) Incorporating tram safety improvements into safe travel and/or road safety strategies
- (e) noting opportunities for new 'safe separation' such as raised track and green tracks
- (f) Undertaking consultation with the community to investigate potential to remove uncontrolled turns.

Business Day means Monday to Friday excluding public holidays in Victoria.

Commencement Date means the date this MoU is executed.

Confidential Information means and includes all unpatented inventions, ideas, know-how, concepts, trade secrets, processes, techniques, software, products and all other unregistered or unpatented intellectual property, financial and business information and all other commercially valuable information of the Disclosing Party which the Disclosing Party regards as confidential to it or which is evident by its nature or the manner of its disclosure to be confidential and all copies, notes and records and all related information generated by the Receiving Party based on or arising out of any such disclosure. Confidential Information excludes, or as the case requires, ceases to include information, which is, or becomes:

Attachment 3 - Yarra Trams MoU - For Execution

- (a) available to the public at the date of its disclosure to the Receiving Party, which is not in breach of this MOU;
- (b) at the date of its disclosure to the Receiving Party, already properly in the possession of the Receiving Party in written form otherwise than by prior confidential disclosure from the Disclosing Party;
- (c) after the date of its disclosure to the Receiving Party, available to the public from sources other than the Receiving Party;
- (d) after the date of its disclosure to the Receiving Party, properly available to the Receiving Party from a third party having no obligation of confidentiality to the Disclosing Party;
- (e) demonstrated by the Receiving Party to be independently developed by an employee or agent of the Receiving Party having no knowledge of such information which is the subject of the disclosure;
- (f) required to be disclosed by law; or
- (g) required to be disclosed by the Public Transport Development Authority (trading as Public Transport Victoria), a body corporate established under the *Transport Integration Act 2010* (Vic).

Disclosing Party means the Party that is disclosing Confidential Information.

Further Term means the period by which the MoU is extended in accordance with clause 3.

Parties mean Yarra Trams and Yarra City Council.

Receiving Party means the Party that is receiving Confidential Information.

Term means the term of the MoU specified in clause 3.

1.2 Purpose

- (a) This MoU provides the basis for a collaborative relationship between the Parties for the purposes of creating a framework through which the parties can work together to deliver on the Activities.
- (b) The purpose of the MoU is to set out the roles and responsibilities of the Parties and the contributions that the Parties agree to achieve the successful implementation and completion of the Activities.
- (c) The Activities are designed to bring together the Parties to develop projects to improve tram safety, and thereby step up the passenger experience by delivering on a safer and more reliable network.

1.3 Background

- (a) As part of its commitment to Zero Harm, Yarra Trams has prepared a range of stakeholder engagement information about the relationship between tram safety and the design of separation on roads.
- (b) Zero Harm is one of Yarra Trams' fundamental values. Our passengers and staff have experienced close to one thousand vehicles to tram collisions every year for the past four years – an average of three collisions every day. There are also 30 serious passenger falls, and nearly 300 minor passengers falls every year, many due to emergency braking for other vehicles.

Attachment 3 - Yarra Trams MoU - For Execution

- (c) Yarra Trams has undertaken a comprehensive review of four years of tram safety data. Yarra Trams reviewed the details of three years of vehicle-to-tram collisions; passenger falls on trams, and near hit incident reports. We filtered out incidents that were clearly not related to other road users. We then mapped the remaining 4,350 incidents, and the associated serious injuries, and assessed the type of separation in place on that section of the network.
- (d) A key finding is that nearly 40 per cent of collisions, falls and near hits happen on the 15 per cent of the tram network with full time separation by plastic strips and painted lines. Addressing this issue is a compelling opportunity to improve tram safety.
- (e) By sharing Yarra Trams' detailed safety data with our road authority partners, we hope this is the start of the conversation about taking urgent steps to improve the separation of trams and other traffic.
- (f) To progress the discussion, Yarra Trams wishes to enter into a Memorandum of Understanding outlining a partnership approach to improving tram safety.

2. Co-operation and coordination

The Parties each agree to work co-operatively, particularly where their respective objectives or responsibilities may come into conflict. In particular, they agree to:

- (a) co-operate and work together on planning, design, delivery and completion of the Activities (as applicable);
- (b) work on the Activities in a way that considers opportunities to deliver broader integrated place outcomes and recognise all road users including pedestrians and cyclists;
- (c) share information relevant to the Activities openly, honestly, efficiently and proactively;
- (d) monitor, manage and co-ordinate the integration of their activities related to the Activities and, where relevant, with other stakeholders.

3. Term

- (a) This MoU commences on the Commencement Date and, unless otherwise terminated in accordance with this MoU, will continue in full force and effect until 30 November 2024.
- (b) Prior to 30 November 2024 a party may, by providing written notice to the other party, extend the Term of this MoU to a date specified in that notice (**Further Term**).
- (c) Following receipt of the notice referred to under paragraph (b) the Parties may, by mutual agreement, extend the Term of the MoU, for the Further Term.
- (d) If this MoU is extended under paragraph (b) for the Further Term, the extension will be effected by a letter signed by the Parties at least 90 days (or such other period agreed by the Parties) after receipt of the notice referred to in paragraph (b). The terms contained in this MoU will apply in respect of the Further Term, subject to any amendments agreed to by the Parties.

Attachment 3 - Yarra Trams MoU - For Execution

- (e) The Parties agree to work towards superseding this MoU when a broader one that includes project and renewal activities has been developed.

4. Roles and responsibilities

- (a) It is agreed that the role of Yarra Trams is to:
- (i) Share data and data insights on tram safety with road authorities;
 - (ii) Share its expertise and knowledge as a global tram operator on infrastructure design and tram operations to provide practical advice and guidance to road authorities on opportunities to improve tram safety;
 - (iii) Deliver its responsibilities as the accredited rail operator with respect to rail safety;
 - (iv) Support the delivery of any future projects consistent with the Franchise Agreement.
- (b) It is agreed that the role of the Yarra City Council is to:
- (i) participate in the Activities.

5. Activities program

- (a) The Parties acknowledge and agree the following areas of work will require establishment, development and implementation in order to deliver the Activities:
- (i) establishment of working groups from time to time on major projects, and hold regular meetings between the parties to share information as per clause 7 below;
 - (ii) Arising from the Activities, either party may initiate a project to deliver changes to the road, tramway or place environment that further the objectives of improving tram safety. The parties will work in good faith consistent with this MoU, subject to Yarra Trams' obligations under the Franchise Agreement.
 - (iii) Either party may seek the formal in-principle support of the other in recommending a proposed project to the State.

6. Nominated representatives

- (a) Yarra Trams' representative is **Emilie van de Graaff (Yarra Trams' Representative)**. Yarra Trams' Representative has the authority to represent and bind Yarra Trams in respect of all matters relating to this MoU.
- (b) **Yarra City Council's** representative is **Bruce Phillips (Yarra City Council Representative)**. Council's Representative has the authority to represent and bind Council in respect of all matters relating to this MoU.

7. Governance

The Parties shall meet at least quarterly to track progress on the Activities. Parties may delegate attendance to nominated representatives who have adequate skills, resources and authority in the Party's organisation.

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8. Confidentiality

- (a) The Parties may exchange Confidential Information relevant to this MoU.
- (b) Each Party undertakes to treat as confidential all Confidential Information obtained from the other Party and undertakes not to divulge any Confidential Information to any person without first obtaining the consent of the other Party in writing.
- (c) Each Party will take such reasonable steps to provide for the safe custody of any and all Confidential Information in its possession and to prevent unauthorised access thereto or use thereof.
- (d) At any time upon the written request of a Party, the other Party must return any documents which embody Confidential Information and must not keep any copies in any form.

9. Intellectual property

- (a) Nothing in this MoU is intended to affect the intellectual property rights of the parties, including future intellectual property.
- (b) Where a project or activity is likely to create intellectual property, the parties will agree to the ownership of the intellectual property in writing before the project or activity is commenced.

10. No fettering

Entry into this MoU is not intended to and does not fetter Yarra City Council in the exercise of its statutory powers, duties and functions, and in the case of Yarra Trams, its franchise obligations to the State of Victoria.

11. Variation

This MoU may only be varied or replaced by written agreement duly executed by the Parties.

12. Termination

A party may, in its absolute discretion, terminate this MoU without cause by giving all other Parties 30 days' written notice.

13. General

- (a) It is the express intention of the Parties that this MoU will not be legally binding upon execution of the MoU.
- (b) This MoU contains the entire understanding between the Parties as to the subject matter contained in it. All previous agreements, representations, warranties, explanations and commitments, expressed or implied, affecting this subject matter are superseded by this MoU and have no effect.
- (c) Each party must pay its own legal costs and expenses in relation to the negotiation, preparation and execution of this MoU, unless expressly stated otherwise.
- (d) No party to this MoU has the power to obligate or bind any other party. Nothing in this MoU will be deemed to authorise or empower any of the Parties to act as an agent for or with any other party.

Attachment 3 - Yarra Trams MoU - For Execution

- (e) In the interpretation of this MoU, no rule of construction applies to the disadvantage of the party preparing the MoU on the basis that it put forward this MoU or any part of it.
- (f) This MoU may be executed in any number of counterparts all of which taken together constitute one instrument.

14. Notices

A notice or other communication required under this MoU may be delivered using the following contact details:

(a) **Yarra Trams**

Address: Level 3, 555 Bourke Street, Melbourne 3000

Email: ***Emilie.vandeGraaff@yarratrams.com.au***

Attention: ***Emilie van de Graaff***

(b) **Yarra City Council**

Address: 333 Bridge Road, Richmond, Victoria, 3121

Email: ***Bruce.Phillips@yarracity.vic.gov.au***

Attention: ***Bruce Phillips***

Attachment 3 - Yarra Trams MoU - For Execution

Signatures

Signed by **Nicolas Gindt** of **KDR Victoria Pty Ltd**
Chief Executive Officer

Signature of **Nicolas Gindt**

Date

Signed by **Vijaya Vaidyanath** of **Yarra City Council**
Chief Executive Officer

Signature of **Vijaya Vaidyanath**

Date

11.6 North East Link

Executive Summary

Purpose

The purpose of this report is to:

- (a) provide Council with information regarding:
 - (i) the North East Link (NEL) project;
 - (ii) the Environment Effect Statement (EES) which is on exhibition, and
 - (iii) the EES public exhibition process and future timelines.
- (b) seek Council approval for the attached draft submission on the ESS to be lodged with the North East Link Project Team within the Major Transport Infrastructure Authority (MTIA)

Key Issues

The NEL is a proposed \$16 billion freeway connection that will connect the M80 Ring Road to the Eastern Freeway. The Link is some distance from Yarra but has the potential to bring large volumes of additional traffic to Yarra via the Eastern Freeway. These impacts need to be understood and mitigated against within a framework that makes the project sponsor accountable for outcomes given that major road projects often result in unanticipated undesirable traffic outcomes that only become evident post construction.

The project has a number of other features such as new cycle paths and the construction of a busway on the Eastern Freeway which provide opportunities to increase the use of sustainable transport modes. It is important that these significant opportunities are fully realised within the scope of the project so NEL related works are fully integrated with the existing public transport and cycling network within the scope of this project.

NEL will be assessed through an EES process. The EES contains over 20 chapters with each chapter being several hundred pages in length with further technical documents included as attachments. The window for making a public submission is very short and runs from 10th April 2019 to 7th June 2019.

Following the public display period, panel hearings will occur in August and the EES will be assessed by an independent panel who will provide recommendations to the Minister for Planning. The Minister's assessment will inform the planning approvals process required for NEL to proceed.

Only a party that has provided a formal submission as part of the ESS can appear at the Panel hearings. A draft Council submission on the EES is attached to this report. Given the timeframes officers have drafted this submission to set out the strategic outcomes the Council wishes to see from the project to guide project sponsor decision making and inform potential further work that could be undertaken as part of a Panel Hearing process.

It should be noted that Panel Hearings for large projects are very labour intensive and will likely require subject matter experts in the fields of planning law, transport planning and potentially other areas.

Financial Implications

There are no financial implications associated with providing this submission. If further submission related work is required at a Panel hearing then this will have a financial implication which is likely to be significant. Specific costs are unknown at this time, however, these are expected to be very substantial depending on the depth of advocacy determined.

11.6 North East Link

Trim Record Number: D19/74048

Responsible Officer: Manager Statutory Planning

Purpose

1. The purpose of this report is to:
 - (a) provide Council with information regarding:
 - (i) the North East Link (NEL) project;
 - (ii) the Environment Effect Statement (EES) which has been produced by the North East Link Authority; and
 - (iii) the EES public exhibition process; and
 - (b) seek Council approval for the attached draft submission on the ESS to be issued to the North East Link Project Team within the Major Transport Infrastructure Authority (MTIA).

Background

2. The NEL is a proposed \$16 billion freeway connection that will connect the M80 Ring Road to the Eastern Freeway. The project includes a suburban road tunnel under residential areas in Rosanna, Heidelberg, Ivanhoe East and Bulleen, as well as upgrades to the M80 and the Eastern Freeway to increase capacity.
3. It is estimated that between 110,000 and 130,000 vehicles will use NEL every day. A summary of the stated benefits, by the State Government, extracted from the NEL website is as follows:

‘Slashing traffic and travel times:

- *Slashing travel times between Melbourne’s north and south-east by up to 30 minutes;*
- *Taking 15,000 trucks off local roads a day;*
- *Additional lanes on the [Eastern Freeway](#) will eliminate some of Melbourne’s worst bottlenecks;*
- *Seamless trips to Melbourne Airport from Doncaster, Ringwood and beyond;*
- *Better managing traffic flow through new technology, and*
- *9,000-11,000 cars and trucks off Rosanna Road a day.*

Improving Public Transport:

- *Building Melbourne’s first dedicated [busway](#) along the Eastern Freeway;*
- *Creating a new park and ride at Bulleen, and*
- *Improve access and upgrade car parking at Watsonia station.*

Creating walking and cycling connections:

- *Delivering more than 25 kilometres of new and upgraded [walking and cycling](#) paths;*
- *Upgrading bridges and adding more signalised crossings for walkers and bike riders, and*
- *Completing the North East Bicycle Corridor - a new commuter cycling route to the city along the Eastern Freeway between Chandler Highway and Merri Creek.*

Growing industry and the economy:

- *Creating more than 10,000 jobs;*
- *\$427M annual economic boost from better freight connectivity, and*
- *Access to 56,000 more job opportunities for workers in the north-east.'*

4. The NEL corridor has been divided into three project elements, these are:

- (a) M80 Ring Road to the northern portal – from the M80 Ring Road at Plenty Road, and the Greensborough Bypass at Plenty River Drive, NEL would extend to the northern portal near Erskine Road utilising a mixture of above, below and at surface road sections. This will include new road interchanges at M80 Ring Road and Grimshaw Street;
- (b) Northern portal to southern portal – from the northern portal the road will transition into twin three lane tunnels that would connect to Lower Plenty Road via a new interchange, before travelling under residential areas in Viewbank, Banyule Flats, and the Yarra River to a new interchange at Manningham Road. The tunnel will then continue under residential areas in Bulleen to the southern portal; and
- (c) Eastern Freeway – from around Hoddle Street in the west through to Springvale Road in the east, modifications to the Eastern Freeway would include widening to accommodate future traffic volumes and provision of new dedicated bus lanes for the Doncaster Busway. There will be provision of a new interchange at Bulleen Road to connect NEL to the Eastern Freeway.

5. The project also includes new shared user paths along the length of the corridor to complete missing links and improve cycle connectivity from Melbourne's eastern and northern suburbs to inner Melbourne and the CBD.

The Environment Effects Statement (EES)

6. NEL will be assessed through an EES process. A program with key milestones for the EES process is included in attachment 1. The Department of Environment, Land Water and Planning (DELWP) released Scoping Requirements for the EES in June 2018. The North East Link Project Team within the Major Transport Infrastructure Authority (MTIA) is required to prepare an EES, to document '*investigations of potential environmental effects of the Public Works, including the feasibility of design alternatives and relevant environmental mitigation and management measures*'.

7. The EES includes a series of chapters containing assessments of NEL's impacts on a wide range of areas, including:

- | | |
|--|--------------------------------|
| • transport | • social impacts |
| • air quality | • human health |
| • surface noise and vibration | • historical heritage |
| • tunnel vibration | • aboriginal cultural heritage |
| • land use planning | • ground movement |
| • business, landscape and visual impacts | • ground water |
| • surface water | • contamination |
| • ecology | • greenhouse gas |
| • urban design | • risk |
| • works approval | • community engagement |
| • environmental framework | • sustainability |

8. Each chapter can be several hundred pages in length and include further technical documents as attachments. A project with supporting documentation of this length and breadth has obvious implications for Council in terms of officer resources required to process the material. Significant resources will be also be required if Council is to be represented at the subsequent Panel Hearings.
9. The EES is on public display from 10 April 2019 to 7 June 2019. During this period, the public can make written submissions to a public inquiry established by the Minister for Planning.
10. Following the public display period, Panel hearings will occur and the EES will be assessed by an independent Panel who will provide recommendations to the Minister for Planning. The Minister's assessment will inform the planning approvals process required for NEL to proceed.

NB: only a party that has provided a formal submission as part of the ESS can appear at the Panel Hearings.

11. Yarra officers have prepared a covering letter and draft submission for Council consideration (see attachments 3 and 4). To date a great deal of the NEL project team focus has been on engineering aspects and impacts associated with the construction of a large road tunnel, other road widening and new intersections.
12. Yarra is at the western extremity of the project study area and some distance from the tunnel itself. Project development on some of those elements that are of particular interest to Yarra have a lower profile and are peripheral to the project scope as far as the NEL project team are concerned. That is, many elements such the design of new cycle ways have yet to be specified in detail and are still up for discussion. In response to this, it is proposed that the Yarra EES submission sets out the *strategic outcomes* that Council wishes to see from the overall project. These 'sought outcomes' will then inform further more detailed discussions on exactly what is needed to deliver these outcomes as the project is progressed by the North East Link Authority and a contractor is engaged by the State Government over the coming years.

Potential Impacts for Yarra

13. There are a number of areas where Yarra will be impacted both directly and indirectly by NEL. Where known, these impacts need to be understood and mitigated against.
14. In other cases, as yet unknown issues or other '*unintended outcomes*' may become apparent when the road is open which is relatively common with large road projects which are very difficult to traffic model accurately.
15. A comprehensive monitoring framework, supported by agreements that specific outcomes will be achieved, is one way of mitigating this risk and increasing project accountability at the planning stage.
16. It is important that this project does not result in ongoing legacy issues for Yarra and its community, particularly where these are difficult for Yarra itself to resolve (be it due to costs and/or the need for third party cooperation).
17. The potential impacts of NEL on Yarra include:
 - (a) Increased traffic congestion, noise and reduced amenity on arterial and local roads in Yarra;
 - (b) Increased demand for cycling to and through Yarra particularly along specific corridors that tie into the proposed NEL cycleway works;
 - (c) Loss of tree canopy and public open space directly as a result of NEL or other complimentary works;
 - (d) Increased maintenance costs associated with new off road shared paths delivered by NELA;

- (e) Removal of car parking to support works that complement the busway and encourage cycling for new trails;
 - (f) Other potential major works in Yarra such as grade separated right turn ramps to support the busway;
 - (g) Delays to street based public transport services as a result of increased traffic levels; and
 - (h) Worsening conditions for cyclists as a result of increased traffic particularly on key cycle routes.
18. NEL's traffic impact assessment (TIA) focuses on two key scenarios:
 - (a) 2036 – 'no project' scenario; and
 - (b) 2036 'with project scenario'.
 19. The 2036 allows the assessment year network performance 10 years after NEL has opened to be considered. The draft TIA states that traffic growth as a result of the project will predominantly be to and from the northern and eastern suburbs. Traffic growth at the western sections of the Eastern Freeway near Hoddle Street is said to not be expected to be significant.
 20. This forecast may prove to be true; but should be taken in the context that it could be seen to be in the interests of the proponent to generally down play traffic impact potential to the west of Chandler Bridge in traffic modelling for a number of reasons.
 21. Beyond this, other Councils have raised a number of issues with NEL's draft TIA, these include:
 - (a) Limited information provided about how the microsimulation model was developed, calibrated and validated;
 - (b) Lack of detail regarding the development methodology and key assumptions used for the traffic modelling;
 - (c) Existing modelling results, including intersection performance, were not included in draft TIA;
 - (d) Concerns that the physical extents of the micro-simulation models appear to be very limited, restricting the assessment of the impacts of the NEL on the major roadways that cross or interchange with it; and
 - (e) The Eastern Freeway simulation model excluded the Hoddle Street interchange at the western end of the corridor.
 22. The project summary says that the new road tunnel will significantly increase road capacity and reduce journey times for traffic, as clear benefits of the project. Travel time gains from the NEL will mean that motorists heading to and from the west via Yarra will be more willing to endure increased traffic and delay on the Eastern Freeway.
 23. Although traffic growth will be curtailed to some degree during the peaks by existing congestion, daily traffic volumes on the Eastern Freeway could increase significantly over a 24 hour period. As a general comment, more traffic on the Eastern Freeway will equal more traffic in Yarra and will encourage motorists to seek alternative routes using arterial and local roads as traffic conditions worsen. For example, it may be faster for long periods of the day for motorists to travel along Heidelberg Road from a number of origins in the inner north east than using the Eastern Freeway despite the opening of the new Chandler Bridge.
 24. Traffic growth throughout Yarra, particularly in those areas close to Hoddle Street and Alexandra Parade, are likely to result in some impacts to access, amenity, safety and liveability in the municipality. In response to this, Council will need to identify measures to mitigate potential impacts and preserve Yarra's transport network and urban amenity.

25. These measures are likely to include projects that physically prevent undesired and/or unforeseen traffic impacts from playing out. Such measures could include turning bans, road closures, traffic gating, the introduction of one way systems or other traffic calming measures. This approach will ensure that potential traffic impacts in Yarra are proactively managed rather than maintaining the existing status quo and hoping that model forecasts are correct.
26. Further study work will be needed to understand impacts and identify projects possibly through a LAPM's approach. Streets that could directly or indirectly be impacted by NEL include:
 - (a) Brunswick Street (local road);
 - (b) Johnston Street;
 - (c) Nicholson Street;
 - (d) Smith Street (local road);
 - (e) Hoddle Street;
 - (f) Wellington Street (local road);
 - (g) Alexandra Parade;
 - (h) Victoria Parade;
 - (i) Heidelberg Road;
 - (j) Nicholson Street, Abbotsford (local road), and
 - (k) Gold Street (local road).
27. New shared user paths are proposed as part of NEL to complete missing links along the Eastern Freeway. The new paths will provide a connection with the Main Yarra Trail near Yarra Bend Park and will significantly increase the number of cyclists travelling through Yarra to access the CBD from the north eastern suburbs. Complimentary improvements will be required along a number of Yarra's key cycling routes to increase capacity, and provide continuous, safe and attractive connections particularly to the Hoddle Grid and the northern central city area.
28. Streets that will require bicycle upgrades as a result of the NEL cycle trials include:
 - (a) Wellington Street (north of Johnston Street);
 - (b) Roseneath Street;
 - (c) South Terrace;
 - (d) Trenerry Crescent, and
 - (e) Gipps Street.
29. The NEL scope of works includes the provision of a busway on the Eastern Freeway. In order to fully utilise this infrastructure it will be necessary for the State Government to improve the bus operating environment between the Eastern freeway and the CBD. This will most probably mean deployment of full time bus lanes in Yarra and delivery of other infrastructure that allows buses to move quickly and reliably. Depending on desired service frequency, and extent of network bottlenecks, it may be necessary to have two high quality bus corridors through Yarra which would impact on two or more the following streets:
 - (a) Hoddle Street;
 - (b) Victoria Parade;
 - (c) Johnston Street;
 - (d) Alexandra Parade;
 - (e) Wellington Street;

- (f) Nicholson Street, and
- (g) Lygon Street.

NB. Some key intersections may also be impacted by proposed works by the State Government.

- 30. PTV are currently working on bus route options and potential operational regimes through Yarra. Officers have had some early inputs to this work and will brief Councillors on study recommendations and what they mean for Yarra in due course.
- 31. Some trees will need to be removed in Yarra as part of this project. The new shared trails proposed by NEL will require tree removal north of the Eastern Freeway. Tree impacts will be known as detailed designs for this cycle infrastructure are progressed. The delivery of improved complimentary cycle upgrades to streets in Yarra will also result in some tree removal particularly where fully segregated cycle lanes are proposed.
- 32. Although the NEL will have some potential impacts on Yarra it does provide significant opportunities for complimentary projects to be funded by an external agency that align with Councils strategic transport, place making, urban forest, safety and other objectives. Specifically, these projects could deliver:
 - (a) Reduced through traffic on local roads;
 - (b) Better places and more walkable streets;
 - (c) Improved bus services;
 - (d) Better tram priority;
 - (e) Safer, more attractive cycle routes; and
 - (f) New trees and increased tree canopy.

NB: Internal workshops will be set up to work through these considerations.

Strategic Outcomes

- 33. Officers conducted an internal workshop in April to begin to identify strategic outcomes to inform the project development of NEL and other complimentary projects designed to mitigate its impacts. Opportunities for NEL to fund these works will then be explored as the project is progressed. The 'strategic outcomes' have been developed to consider the objectives of the Transport Integration Act. This *strategic outcomes approach* was used early in the project planning process for Streamlining Hoddle Street to inform design decision making.
- 34. The strategic outcomes considered, to date by officers, are outlined below:
 - (a) *Encouraging People to Use Public Transport:*
 - (i) The design of the Doncaster Busway must not significantly preclude the construction of Doncaster rail and associated stations in the future;
 - (ii) Yarra requires that a bus operational plan is developed to complement the delivery of the physical busway and ensure that public transport and other environmental benefits promised by the project are fully delivered. This operational plan should include:
 - Minimum busway headway provision for peak and off peak periods including weekends;
 - Commitments to responding to growing passenger demand and ensuring that there is sufficient capacity to allow passengers to always be able to board a bus and travel in comfort;
 - Commitments to continually providing attractive journey times by bus and improving bus priority outside the Eastern Freeway where necessary to ensure that the service operates satisfactorily, and

- Commitments to the rollout of e-buses on the Busway with a view to having a fully electrified fleet on this route.
- (iii) Yarra should be consulted regarding route options for Doncaster bus services between the Eastern Freeway and the CBD. Yarra request that mitigation measures be developed by the State Government in response to businesses impacted by removal of car parking on any upgraded bus corridors. Yarra should also require compensation is provided for the removal of any paid parking bays to deliver bus corridor upgrades;
- (b) *Encouraging People to Cycle:*
 - (i) All new shared use paths delivered by NEL should be a minimum of 3m in width. All facilities must be signed off by Council and be in accordance with the State Government's Design Guidance for Strategically Important Cycling Corridors and other relevant policies and standards;
 - (ii) NEL should be required to pay for all ongoing maintenance associated with new cycle paths provided as part of this project;
 - (iii) NEL should make provision for cyclists accessing the CBD from the project study area via key cycle routes in Yarra;
- (c) *Encouraging People to Walk:*
 - (i) Better opportunities should be provided for pedestrians and cyclists to cross major roads connecting with the NEL project area such as the Eastern Freeway, Alexandra Parade and Hoddle Street;
 - (ii) The ability to extend pedestrian crossing times in the future on Alexandra Parade and Hoddle Street should not be refused due to delays caused to additional traffic as a result of NEL;
- (d) *Preserving Open Space and Amenity:*
 - (i) Tree removal should be minimised; and the existing tree canopy should be replaced as a minimum through offsets at nearby locations;
 - (ii) NEL should not result in any net loss of useable open space in Yarra and the quality of existing open space should not be compromised to deliver the works;
 - (iii) Any proposals to extend the hours or length of Clearways to deliver bus improvements must only be delivered after complying with the associated legal procedures and industry agreements;
 - (iv) Any proposals to remove on-street parking should directly improve travel conditions for people travelling by non-motorised transport modes;
- (e) *Managing Traffic Impacts:*
 - (i) NEL should not result in additional traffic growth or through traffic on local roads or through key centres. Any additional traffic growth should be offset through funding to improve public transport, walking and cycling;
 - (ii) NEL should implement a rigorous post construction monitoring framework to quantify changes in traffic flow. This would measure changes in traffic volume, public transport delay and other impacts as a result of the project. A funding allocation should be provided by NEL to deliver works as needed in response to monitoring outputs; and
 - (iii) Traffic associated with NEL should not be used to support a future business case for East West Link.

External Consultation

35. This project is being delivered by a State Government Agency Major Transport Infrastructure Authority (MTIA). All consultation for the project is being led by their communications and engagement team. The Yarra communications team are engaged in this process and are working with the North East Link Project Team on community engagement for Yarra aspects in Yarra.
36. The EES is on public display from 10 April 2019 to 7 June 2019. During this period, the public can make written submissions to a public inquiry established by the Minister for Planning.
37. Following the public display period, Panel hearings will occur (July 2019) and the EES will be assessed by an independent Panel and the Minister for Planning. The Minister's assessment will inform the various planning and other 'works' approvals required for NEL to proceed.
38. It is anticipated that the Minister's assessment of the EES (Part A of the project) will be completed by the end of 2019 and tenders for construction will occur in early 2020 (Part B of project).
39. As part of the project development process the North East Link Project Team has engaged with:
 - (a) impacted Councils (Banyule, Boroondara, Darebin, Manningham, Nillumbik, Whitehorse and Yarra);
 - (b) community groups;
 - (c) schools and sports clubs;
 - (d) businesses;
 - (e) traditional owners; and
 - (f) other government organisations including VicRoads, PTV.
40. Community Liaison Groups (CLGs) were formed in 2018 to provide an opportunity for community members to participate in regular forums about the project. A copy of the North East the Major Transport Infrastructure Authority (MTIA) EES Engagement Plan is attached (attachment 2).
41. The North East Link Project Team is promoting awareness of the EES submission process to the community through:
 - (a) Six community drop in sessions with the project team in April and May 2019. Details for the community sessions are advertised in newspapers as well as displayed online, at public libraries and Council offices;
 - (b) Electronic and hard copy newsletters with information about the EES process and drop in sessions are being sent to residents and businesses in the project area ahead of the community sessions; and
 - (c) EES displays at a number of locations in the project area and CBD. The display of the EES in Yarra is located at the Collingwood Town Hall.

Internal Consultation (One Yarra)

42. Council officers from Strategic Transport, Traffic, Open Space and Urban Design participated in an initial workshop to identify the strategic outcomes outlined in the attached submission.
43. The North East Link Project Team have consulted with Yarra's Bicycle Advisory Committee (BAC) on the project and proposed shared user paths.

Financial Implications

44. There are no financial implications in the lodgement of a submission.

45. Advocacy and subject matter experts will be required at the Panel Hearing. Other expenses on analysis and advocacy will also be required at minimum. These expenses will be significant.

Economic Implications

46. There are no particular economic implications for Yarra other than businesses impacted by possible clearways that may be ultimately proposed.

Sustainability Implications

47. There are many sustainability implications (various).

Social Implications

48. There are no particular social implications known for Yarra at this stage.

Human Rights Implications

49. There are no known human rights implications at this stage.

Communications with CALD Communities Implications

50. The NEL EES Engagement Plan includes an approach for engaging with CALD communities.

Council Plan, Strategy and Policy Implications

51. A number of Council policies and plans regarding transport, land-use and the environment are relevant.

Legal Implications

52. There are no known legal implications at this stage. Although formal processes with expert advocacy and subject matter experts assisting will be required.

Other Issues

53. There will also be an opportunity for Council to submit to the Federal Government process of the 'Public Environment Report' which is also occurring as part of the project proposal.

Options

54. There are three options for Council regarding the submission:
- (a) Not provide a submission on NEL as part of the EES process;
 - (b) Provide approval for the attached draft submission to be issued to the North East Link Project Team within the Major Transport Infrastructure Authority (MTIA); or
 - (c) Provide approval for the attached draft submission to be issued to the North East Link Project Team within the Major Transport Infrastructure Authority (MTIA) subject to amendments.
55. Deferring a decision regarding the above for any reason pending another Council meeting is not an option as the consultation period closes on the 7th June 2019. Note that only a party that has provided a formal submission as part of the ESS can appear at the subsequent Panel Hearings.

Conclusion

56. The North East Link (NEL) is Victoria's largest road project. Although Yarra is located at the western edge of the project boundary, NEL could result in significant impacts to Yarra's transport network and urban amenity and needs to be carefully analysed.
57. The project is currently being assessed through an Environment Effects Statement (EES) and this provides Yarra with an opportunity to make a formal submission and participate in a Panel Hearings in July this year.

58. The public exhibition process is short and the documentation very long. Detail regarding aspects of particular interest to Yarra are still in development. Given this, the submission outlines the strategic outcomes that Yarra wishes to see from the project.
59. A comprehensive list of detailed projects endorsed by Council that align with these outcomes can then be developed over the next 12 months as part of dialogue with tender consortia when the main tender invitation is released by the State.
60. A further submission to the Federal Government 'Public Environment Report' under the Environment Protection and Biodiversity Act 1999 (EPBC Act) is also possible.

RECOMMENDATION

1. That Council:
 - (a) note the officer report on the Environmental Effects Statement regarding the North East Link project by the State Government;
 - (b) approve the attached draft submission to be issued to the North East Link Project Team within the Major Transport Infrastructure Authority (MTIA);
 - (c) authorise the CEO to settle the submission and to lodge the submission within the exhibition period; and
 - (d) authorise the CEO to determine the level of advocacy required for the scheduled Panel hearing in July 2019.

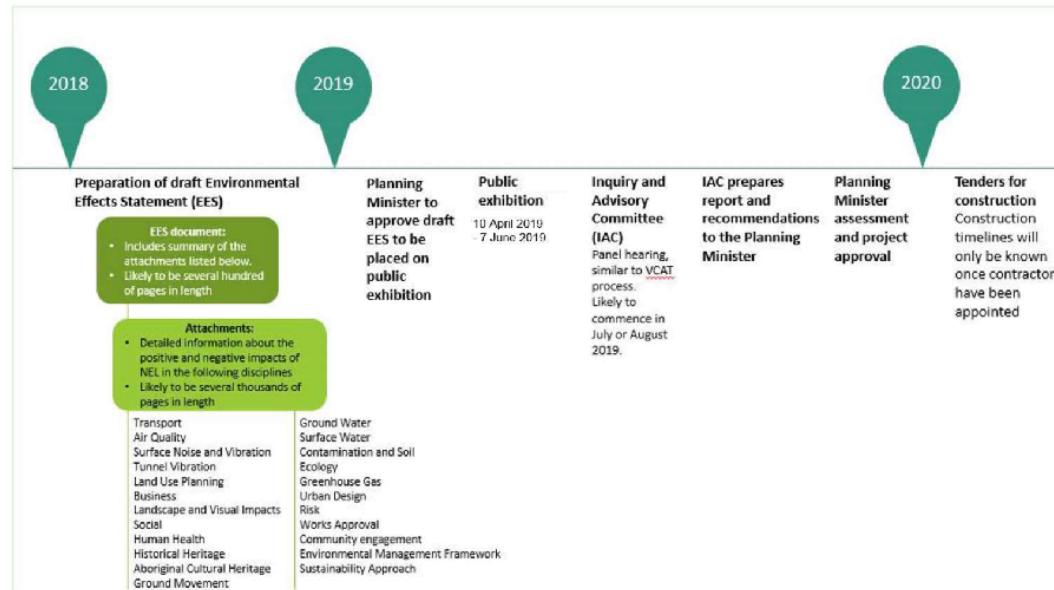
CONTACT OFFICER: Simon Exon
TITLE: Unit Manager Strategic Transport Planning
TEL: 9205 5781

Attachments

- 1 [↓](#) Project timeframes
- 2 [↓](#) North East link engagement plan
- 3 [↓](#) Draft Submission - North East Link Environment Effects Statement

Attachment 1 - Project timeframes

Attachment 1 - NEL EES Process and Timeframes



Attachment 2 - North East link engagement plan



Environment Effects Statement Engagement Plan

May 2018

Attachment 2 - North East link engagement plan



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Attachment 2 - North East link engagement plan



Purpose of this plan

The Minister for Planning has determined that North East Link is to be assessed through the preparation of an Environment Effects Statement (EES) under the *Environment Effects Act 1978*.

The *Environment Effects Act 1978* requires 'the proponent to prepare and implement a public consultation plan for informing the public and consulting with stakeholders during the preparation of the EES'. Further information on the EES process is available at www.planning.vic.gov.au/environment-assessment/what-is-the-ees-process-in-victoria

The EES engagement plan (EESep) is the framework which guides all communication and engagement activities for the planning and approvals phase for North East Link. Its focus is the Environment Effects Statement, including statutory preparation, exhibition and independent inquiry process.

The EESep applies for period of 2018-19 as the North East Link EES is prepared and assessed. It is designed to

- Build on the activities completed and information gathered to date
- Inform stakeholders and the community about North East Link and gather information to inform the project design and specialist studies being completed for the EES.

The EESep will be supported by activity-specific plans which include dates, venues, activity-specific objectives and information on how feedback from stakeholders and the community will be used.

A timeline overview of engagement activities proposed for the EES phase of the project provided to communities and stakeholders and available on the North East Link project website is provided as Appendix 1.

North East Link's objectives and principles

As part of our early work the North East Link Authority (NELA) developed objectives and principles for North East Link. It was important for NELA to test these with stakeholders and the community because they were used to develop evaluation criteria for assessing different corridor options.

Almost 80 per cent of stakeholder and community feedback indicated support for the evaluation criteria used to select the corridor.

The **objectives** tell us what any option for North East Link must achieve. They require improvements to existing conditions in Melbourne's north, east and southeast. The objectives are:

- Connect more businesses to customers, workers and other businesses
- Connect more people to jobs and education
- Make freight move more efficiently
- Make neighbourhoods in the north-east safer and easier to travel in

The **principles** guide how we plan and design the new road.

- Minimise impacts on communities

Attachment 2 - North East link engagement plan



- Minimise impacts on the environment and places with cultural or heritage value
- Minimise impacts during construction
- Use resources efficiently.

Stakeholder and community feedback to date

Stakeholders and communities in the north east of Melbourne have been engaged during 2017 as a corridor was selected and the business case was prepared.

Reports on engagement during 2017 are available on the North East Link website. An outline of activities is included in Appendix 2. Evaluation of the engagement was based on the objectives and principles outlined on page 7.

The key issues for stakeholders and the community are how we manage design and mitigation measures to protect the environment; and how we improve local traffic conditions while preserving community connectivity.

Engagement during 2017 was designed to provide multiple ways for stakeholders and communities to participate. These included face-to-face activities such as drop-in displays, a feedback website with surveys, Q and A tools, discussion forums, and social media channels. A 1800 community telephone hotline and email address were also established. All methods were used by communities to provide feedback. Online and face-to-face activities were the most popular. This plan recognises the need to continue to provide multiple ways to obtain information about North East Link and to participate in engagement activities.

Attachment 2 - North East link engagement plan



About North East Link

North East Link is a proposed new freeway standard road connection that would complete the missing link in Melbourne's metropolitan ring road, giving the city a fully completed orbital connection for the first time. North East Link would connect the Western Ring Road (M80) to the Eastern Freeway, and include works along the Eastern Freeway.

Since 1969, successive Victorian Governments have identified the need for a freeway standard road link through Melbourne's north-east to complete the city's orbital connection. In 2016, North East Link was identified as Victoria's next priority road project in Infrastructure Victoria's 30-year strategy, which sets out a pipeline of initiatives to be delivered over the next three decades to help create the best possible future for the State of Victoria.

Project description

The following section describes the North East Link alignment and the key elements, noting that the development of the concept design is ongoing.

- **M80 Ring Road to Lower Plenty Road** – from the Metropolitan Ring Road (M80 Ring Road) at Plenty Road, and the Greensborough Bypass at Plenty River Drive in the north to south at Lower Plenty Road, this section would include a mixture of above, below and at surface road sections. This includes new road interchanges at M80 Ring Road, Grimshaw Street, and Lower Plenty Road and includes the northern portal and associated ventilation facility.
- **Lower Plenty Road to Bridge Street** – from just north of Lower Plenty Road to south of Manningham Road, twin tunnels, constructed with tunnel boring machines, would travel under residential areas, Banyule Flats and the Yarra River.
- **Bridge Street to Eastern Freeway** – this section would include a new interchange at Manningham Road, open cut and cover or mined tunnel. The southern tunnel portal and associated ventilation facility would be located south of the Veneto Club. Further south, surface road and elevated ramps would connect to the Eastern Freeway via a new interchange.
- **Eastern Freeway** – from around Hoddle Street in the west through to Springvale Road in the east, modifications to the Eastern Freeway would include widening to accommodate future traffic volumes, provision of new dedicated bus lanes for the Doncaster Busway and associated works.

The project would also include improvements to existing bus services from Doncaster Road to Hoddle Street through the Doncaster Busway and pedestrian connections and the bicycle network through connected cycling and walking paths from the M80 Ring Road to the Eastern Freeway.

Project benefits

The anticipated benefits of North East Link are:

- **Economic growth** – providing a fast, reliable and direct orbital connection to key employment areas in the north, east and south-east will attract more investment in these areas and improve the ability of businesses to access skilled workers, participate in supply chains and share inputs, ideas and innovation.

Attachment 2 - North East link engagement plan



-
- **Increased economic opportunity for households in the north, east and south-east** – improved accessibility will give residents more job choices and more options for working closer to home, boost income levels and support the development of ‘employment rich’ suburban hubs that can generate new economic opportunities from Melbourne’s expanding services sectors.
 - **Improved competitiveness of the State** – greater orbital connectivity will allow improvements and efficiencies in freight movements and supply chains, which will flow through to reduced business costs and lower consumer prices and deliver productivity benefits across the Melbourne and Victorian economies.
 - **Improved liveability and thriving communities in the north-east** – decreased reliance on local and arterial roads as key orbital routes through Melbourne’s north-east will boost amenity in these areas through reduced noise pollution, improved air quality, safer local roads, less time lost sitting in traffic and better connections to local destinations.



Communication and engagement framework

Engagement approach

Public participation is essential for achieving high quality outcomes for the community and stakeholders. A key objective of the EES is to provide communities and stakeholders with opportunities to participate in the North East Link's development and delivery during the EES planning and approvals phase. A focus on best practice public participation will enhance the project's reputation and reduce the cost and time risk associated with failing to involve local people and stakeholders in decisions about their communities.

The International Association for Public Participation (IAP2) defines public participation as the involvement of those affected by a decision in the decision-making process. IAP2's core values of public participation include promoting sustainable decisions by recognising the interests of all decision-makers, actively facilitating the involvement of those potentially affected by or interested in a decision, providing participants the information they need to participate in a meaningful way, and communicating to participants how their input affected the decision (Source: IAP2 Federation).

There are varying levels of public participation, ranging through:

- informing people about what we are doing
- involving them in the decision making
- delegating decision-making to them.

Public participation for the North East Link EES phase will range from simply **informing** people about the project, to **consulting** and **involving** them in meaningful decisions about key aspects of project design and management of project impacts.

The project is subject to safety, technical and operational requirements. This may mean opportunities for empowering the public to make decisions could be limited. However, there are likely to be opportunities to make decisions jointly with stakeholders and communities as part of the EES phase of the project: examples could include decisions around improvements to public open space and community facilities; urban design features; and ways to manage construction impacts.

Attachment 2 - North East link engagement plan



Communication and engagement principles

In keeping with the *Victorian Auditor-General's Office Public Participation in Government decision-making*, NELA will be guided by the following principles:



EES communication and engagement objectives

During the EES phase NELA's engagement objectives are to:

- Achieve a high level of awareness with stakeholders and community members about the EES process and opportunities to influence outcomes
- Encourage participation and provide opportunities for stakeholders and community members to be involved in the EES process and project development, particularly regarding any potential environmental impacts and mitigation measures
- Provide communications materials that are timely, clear, accessible and easily understandable, supporting stakeholders and community members to take part in the EES process.
- Encourage stakeholders and community members to provide comment on the draft scoping requirements and the EES

Attachment 2 - North East link engagement plan



- Demonstrate how community and stakeholder concerns have been considered as the project and EES develop, including through reporting back which have been incorporated into the project and how, which were not and why.

EES communication and engagement approach

NELA will work with community members and stakeholders to help them understand the EES process and potential impacts of North East Link that would be assessed as a part of the EES; and will encourage public participation.

NELA will collect, record and consider all feedback and demonstrate how it has been considered as part of the EES. In some instances, it may be that community or stakeholder preferences are not able to be met: in such cases the reasons will be clearly explained.

NELA will also use the information collected from engagement activities as a key input into the EES impact assessments. This will improve the site specific detail included in the EES.

North East Link is expected to attract interest from a broad cross-section of the Victorian community. The figure below shows an overview of stakeholder groups.

Victorian government	Federal government	Local government
Private road operators	Traditional owners and indigenous groups	Residents and landowners
Road and public transport users	Social service providers	Community and environment interest groups
Freight industry & transport operators	Community and education providers and user groups (including young people)	Vulnerable groups and individuals
Utilities providers	Sporting groups	Culturally and linguistically diverse communities
Industry associations and peak bodies	Cyclists and walkers	Local and regional business owners

More detail is provided in Appendix 2 which will be reviewed and updated quarterly.

Attachment 2 - North East link engagement plan



Key messages

Key messages are the main points that help community and stakeholders understand the rationale for North East Link, the EES process and how people can be involved.

Project background

- North East Link will:
 - Provide a safe and efficient freeway connection for more than 100,000 vehicles per day, reducing travel times and congestion on north-south roads
 - Take trucks without local deliveries off local streets and reduce congestion in Melbourne's north-eastern suburbs
 - Provide an efficient connection to the airport and freight hubs, as well as health, education and employment precincts
 - Improve access for people to jobs and services located in Melbourne's north and south-east, including hospitals, education and sporting facilities
 - Create and support thousands of jobs during planning, construction and operation
 - Minimise impacts on urban areas and environmental assets through tunnelling of some project sections
- Planning for North East Link is underpinned by comprehensive technical investigations, with a focus on protecting existing urban areas and minimising impact to the environment.
- Major construction works are not likely to start before 2020.

EES process

- The Minister for Planning has determined that an EES is required to be prepared for North East Link
- The EES will contain an assessment of the potential environmental, social and planning effects of the project
- The matters to be addressed in the EES will be set out in scoping requirements issued by the Minister for Planning. The scoping requirements will be finalised following exhibition for public comment
- A Technical Reference Group (TRG) including relevant government agencies and local councils has been convened by DELWP to advise on environmental issues throughout the EES assessment
- There are many opportunities for community involvement in EES development, including meetings and workshops, information sessions, Community Liaison Groups and online engagement
- The completed EES will be exhibited for public comments with the EES submissions considered by an Independent Assessment Committee through public hearings
- The Minister for Planning will consider the Independent Assessment Committee report and then prepare a Minister's Assessment to inform statutory approvals decisions for the project.

Attachment 2 - North East link engagement plan



Activities and tools

A suite of tools and activities will help meet stakeholder engagement needs and communication preferences throughout the EES process.

The table below provides a summary description of the tools and activities.

The *EES Engagement Plan 2018-2019: indicative program* in the following section outlines how and when the activities and tools will be used to support communication and engagement during the EES phase of the project.

Many of the activities and tools listed have been used to communicate and engage effectively with stakeholders and communities during the options assessment stage of the project. Where possible the activities and tools communities and stakeholders are already familiar with (such as the Engagement website) will be used throughout the EES stage of the project.

Print and digital communication

Project newsletters	Quarterly newsletters delivered direct to householders and businesses; and available for libraries, Council offices, offices of members of parliament and other community outlets.
Fact sheets and brochures	A suite of material: from initial project overview, history, field investigations, design progress through to statutory planning and construction. Available online (in an accessible, HTML format) and in hard copy for face to face events and distribution to community outlets.
Posters and signage	Posters, banners and signage help increase awareness of North East Link. They will be used at NELA public events and can be provided to Councils, MPs and libraries and community notice boards.
Media & advertising	Radio, local print and digital advertising will help inform people about North East Link and feedback opportunities.
Maps and other visual aids	Clear maps displaying project options and other aspects online and at information sessions.
Engagement reports	Reports outlining what comments, ideas, suggestions and issues we have heard from stakeholders and communities, which have been incorporated into the project and EES studies and how, which have not and why.

Digital communication

Website (including interactive maps)	Updated promptly as new information becomes available. Content prepared in line with Victorian Government accessibility guidelines.
Email updates	Sent at regular intervals (milestone triggers) to keep people informed and highlight opportunities to get involved.
Social media	Communicating project updates and promoting discussion. NELA is active on Facebook, Twitter, Instagram, YouTube and LinkedIn. Includes use of other government accounts such as the Victorian Premier's Facebook page, and coordination with local government to re-post social media posts to reach a larger audience.
Videos	Videos help communicate project messages and distil complex information into an easy to understand format.

Attachment 2 - North East link engagement plan



3D modelling	3D modelling and other visualisation techniques help provide an understanding of the look and feel of the road.
Digital advertising	Includes sponsored posts on NELA's digital channels and advertising on popular news sites and search engines.
Engagement snapshots	Snapshots outlining what comments, ideas, suggestions and issues we have heard from stakeholders and communities and links to more detailed reports.

Engagement

Landowners	A dedicated team to work with residents and landowners closest to the project area.
Stakeholder meetings	Building stakeholder relationships through meetings and briefings, targeted and on request.
Community Liaison Groups (CLG)	Up to three CLGs are being convened from March 2018 to provide an opportunity for information-sharing between community representatives, NELA and other stakeholders.
Information sessions/displays	Information sessions/displays will be a primary engagement method to present information and collect feedback. These will be held at key milestones, including during the exhibition of the EES, in accessible venues, allowing a wide cross section of the community to attend.
Engagement website	A dedicated website to collect feedback. Feedback methods include Q and A tools, discussion forums, surveys, interactive maps and ideas boards.
Community workshops	Multiple workshops will occur throughout 2018. Aim is to build understanding and capacity for people to be involved in various aspects of the EES and project development. Areas of interest include urban design, environment, traffic, active transport, connectivity. To ensure participants have maximum opportunities to participate in interactive activities and for the sessions to be facilitated in a professional manner, the workshops will be limited to 40 participants per workshop. Workshops that have higher levels of interest will be repeated as required or replicated online. Workshop topics and timing will be developed based on key issues/topics raised by communities during the EES phase.
Stakeholder workshops	Targeted workshops with local stakeholders such as schools and businesses will be organised throughout 2018. Opportunity for affected businesses to build understanding and capacity to be involved in relevant aspects of EES and project development.
Community presentations	On request, NELA will present to groups interested in North East Link such as local Rotary and Probus clubs, highly interested stakeholders, culturally and linguistically diverse groups (with the support of cultural leaders), schools, youth and industry groups.
Community events/pop-ups	Opportunity to reach a large audience by having a presence at local events, markets and festivals attract wide and varied crowds, and different cultural groups.
Email and telephone	1800 phone number and community email address for community queries. All calls, responses and action required are recorded in the Consultation Manager database.
School partnerships	NELA will engage with local schools to explore opportunities for partnering in suitable activities and to engage young people in the project.
Community surveys	Targeted community research activities such as intercept surveys of public transport commuters and household surveys to support social impact assessments.

Attachment 2 - North East link engagement plan



Communities with targeted needs

Culturally and Linguistically Diverse (CALD)	Consulting with specialist CALD communicators, community group leaders and Councils to identify preferences for communication and participation. Translation and interpreter service (including AUSLAN)
Vulnerable and hard to reach groups	NELA will work with support agencies and local government to identify vulnerable and hard to reach communities, understand their preferences for communication and participation and the most appropriate levels of involvement.
Older and younger people	Different age groups have different preferences for communication tools and levels of discussion; and they often have significantly different areas of interest and levels of concern. In preparing communication and monitoring our effectiveness NELA will pay particular attention to provided avenues for people of all ages to be involved.

Attachment 2 - North East link engagement plan



EES engagement plan 2018-2019: Indicative program

Early-mid 2018: EES existing conditions investigations and scoping requirements ►	Mid-late 2018: EES impact assessments ►	Early 2019: EES exhibition and panel submissions
Engagement purpose <ul style="list-style-type: none"> To introduce the EES process, explain the role stakeholders and communities can play and project timelines To provide information about key design considerations, concepts, constraints and options being considered To obtain information from stakeholders and communities on local and individual issues and opportunities to help guide impact assessments To obtain information from stakeholders and communities to help develop the project design (for example urban design, walking and cycling connections and local connectivity) To assist the stakeholders and communities to respond to the EES scoping requirements when released To identify where consultation and engagement should be modified 	Engagement purpose <ul style="list-style-type: none"> To provide information about the project design (including responses to community feedback so far) To report on the impact assessments and performance requirements To obtain community feedback to help <ul style="list-style-type: none"> Further refine and shape the project design Further inform measures to avoid, mitigate and manage impacts Further inform performance requirements 	Engagement purpose <ul style="list-style-type: none"> To release the project design and final planning study To present and explain findings To explain the next steps in the planning process To assist the community to make panel submissions
Communication tools <ul style="list-style-type: none"> Project newsletters Fact sheets and brochures, posters and signage, maps and other visual aids Media and advertising Website, email updates, social media and videos Engagement reports and snapshots 	Communication tools <ul style="list-style-type: none"> Project newsletters Fact sheets and brochures, posters and signage, maps and other visual aids Media and advertising Website, email updates, social media, videos and 3D models Engagement reports and snapshots 	Communication tools <ul style="list-style-type: none"> Project newsletters Fact sheets and brochures, posters and signage, maps and other visual aids Media and advertising Website, email updates, social media, videos and 3D models Engagement reports and snapshots
Engagement activities <ul style="list-style-type: none"> Conversations with affected landowners Meetings with stakeholders Community Liaison Group(s) established Information sessions/displays and community events Engagement website Community workshops Community presentations (as requested) Email and telephone contact points continued Community surveys 	Engagement activities <ul style="list-style-type: none"> Conversations with affected landowners continued Meetings with stakeholders continued CLGs continued Information sessions/displays and community events Engagement website Community workshops continued Stakeholder workshops Community presentations (as requested) continued Email and telephone contact points continued Community surveys continued 	Engagement activities <ul style="list-style-type: none"> Information sessions on EES with environmental and technical specialists EES statutory exhibition Responding to public submissions at the Independent Assessment Committee hearings DELWP activities including EES panel



Evaluation and continuous improvement of the engagement program

Effective engagement is a combination of:

- Developing an engagement strategy and plans to meet communication and engagement objectives
- Following engagement strategy and plans
- Checking that the strategy and plans are serving their purpose.

Tools, techniques and activities outlined above will be assessed continuously and revised as necessary to ensure that communication and engagement objectives are met. We can measure our performance by analysing:

- Feedback on our performance from people attending sessions and workshops
- Comments received through the engagement website, emails and phone calls
- Website visits
- Social media statistics
- Number and content of survey responses
- Market research
- Sentiment captured through media monitoring.

Participation levels and feedback received on the engagement process will be recorded, collected and considered as part of ongoing evaluation and continuous improvement of the engagement program during the EES planning and approvals phase.

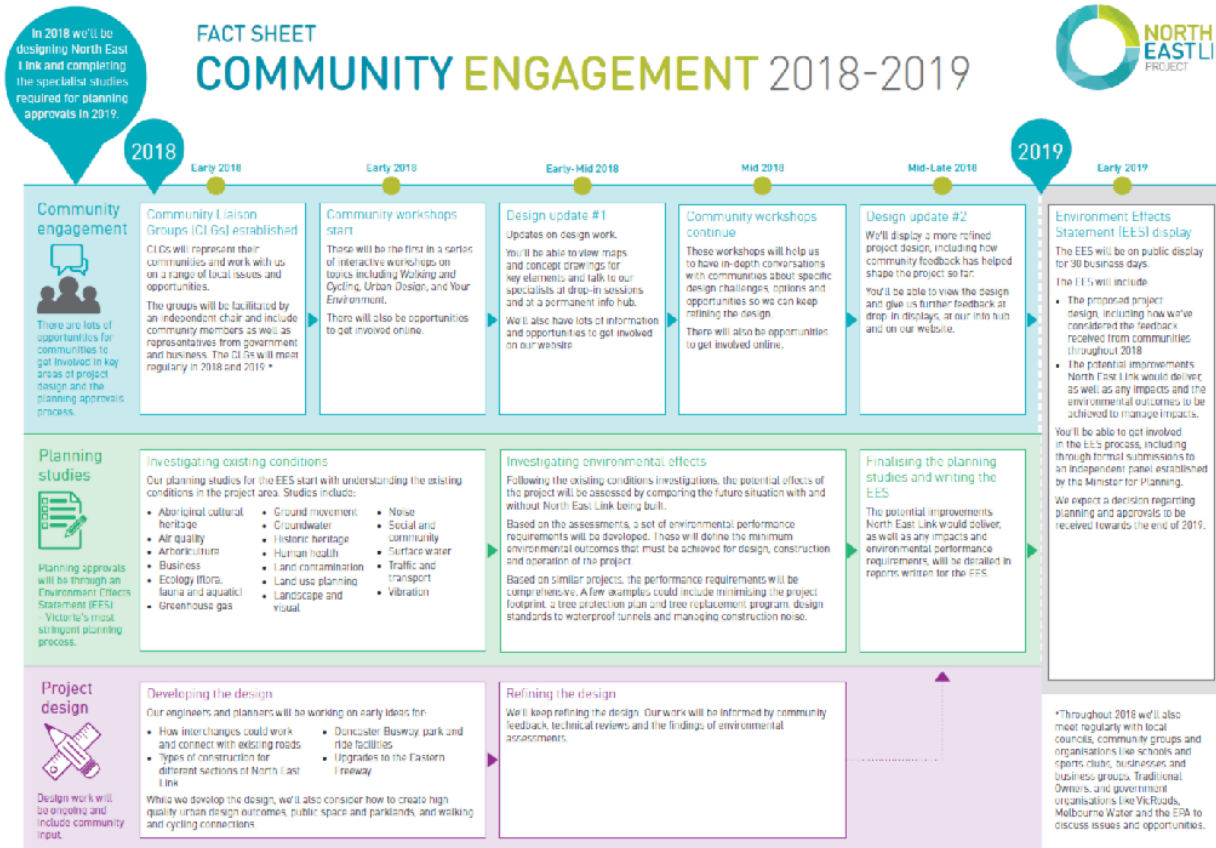
To assist with reporting, feedback received from community members and stakeholders on the engagement process will be recorded using a Consultation Manager database. Data will also be collected and recorded using tools available on the engagement website, social media platforms and website analytics tools.

A summary of participation levels, feedback and ideas from stakeholders and communities to improve the engagement process will be included in public-facing engagement reports.

Attachment 2 - North East link engagement plan



Appendix 1: Engagement timeline fact sheet



A copy of this fact sheet is available online at <http://northeastlink.vic.gov.au/publications>

Environment Effects Statement Engagement Plan – April 2018

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Attachment 2 - North East link engagement plan



Appendix 2: 2017 communication and engagement

Early 2017: Raise public awareness ►	Mid-late 2017: Seek community input ►	Late 2017: Announce the project corridor
Engagement purpose <ul style="list-style-type: none"> To raise public awareness of the project and encourage community participation in strategic planning for North East Link To obtain information about how communities travel in and through the north-east, what they value about their local neighbourhoods and their views on improving transport infrastructure. 	Engagement purpose <ul style="list-style-type: none"> To inform the community about North East Link corridor options (four potential options) To seek feedback on the criteria process being used to select the preferred option. 	Engagement purpose <ul style="list-style-type: none"> To announce the project corridor and obtain early feedback on key areas of community interest/concern and preferred engagement methods for 2018.
Communication tools <ul style="list-style-type: none"> Project newsletter Fact sheets and brochures Media and advertising Website, email updates, social media and videos Engagement activities <ul style="list-style-type: none"> Meetings with stakeholders Community presentations (as requested) Community survey Email and telephone contact points established 	Communication tools <ul style="list-style-type: none"> Project newsletter Fact sheets and brochures, posters and signage, maps and other visual aids Media and advertising Website, email updates, social media, and videos Engagement activities <ul style="list-style-type: none"> Notices about site investigations sent to affected landowners Meetings with stakeholders continued Information sessions/displays and community events Engagement website launched Community presentations continued (as requested) Email and telephone contact points continued 	Communication tools <ul style="list-style-type: none"> Project newsletter Fact sheets and brochures, posters and signage, maps and other visual aids Website, email updates, social media and videos Engagement activities <ul style="list-style-type: none"> Letters and doorknocks to affected landowners Meetings with stakeholders continued Information sessions/displays and community events Engagement website continued Email and telephone contact points continued
How feedback influenced outcomes <ul style="list-style-type: none"> Findings were used to help inform the project objectives and principles Feedback on communication and engagement preferences helped inform the overall strategy Feedback on key areas of interest/concern helped focus communication. 	How feedback influenced outcomes <ul style="list-style-type: none"> Community feedback was considered in the options assessment process Feedback on the evaluation process led to refinement of criteria and assessment Technical and engagement reports clearly included community values and concerns Feedback on the value of environmental and social impacts led to longer sections of tunnel Feedback not related to North East Link was passed on to relevant authorities Feedback related to later stages (i.e. construction) was retained. 	How feedback influenced outcomes <ul style="list-style-type: none"> Feedback on communication and engagement preferences for 2018 helped inform the overall strategy Feedback on key areas of interest/concern will help focus communication during the EES engagement.

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Appendix 3 – North East Link stakeholders

Stakeholder groups
Victorian government
Aboriginal Victoria
Active Transport Victoria
Ambulance Victoria
Country Fire Authority
Department of Economic Development, Jobs, Transport and Resources
Department of Environment, Land, Water and Planning
Department of Health and Human Services
Department of Justice
Department of Premier & Cabinet
Department of Treasury and Finance
Development Victoria
Emergency Management Victoria
Environment Protection Authority Victoria
Essential Services Commission
Greensborough Highway Patrol
Heritage Victoria
Infrastructure Victoria
Level Crossing Removal Authority
Local Infrastructure Group, DELWP
Melbourne Metro Rail Authority, Metro Tunnel
Melbourne Water
Metropolitan Fire Brigade
Office of Projects Victoria
Office of the Victorian Government Architect
Parks Victoria
Public Transport Victoria (PTV)
Sustainability Victoria
The Heritage Council of Victoria
VicRoads
Victoria Planning Authority
Victoria Police
Victorian Government Land Monitor, Land Use Victoria, DELWP
Victorian School Building Authority
VicTrack
Federal government
Department of Defence, Simpson Barracks
Department of the Environment and Energy
Department of Infrastructure and Regional Development (& Ministers)
Local government
Banyule City Council
Boroondara City Council
Manningham City Council
Maroondah City Council

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Stakeholder groups
Shire of Nillumbik
Whitehorse City Council
Whittlesea City Council
Yarra City Council
Traditional owners and indigenous groups
Wurundjeri Tribe Land and Compensation and Cultural Heritage Council
Residents and landowners
Bulleen Residents' Action Group
Banyule United Residents Group
Collingwood Abbotsford Residents Association (CARA)
Kew East Residents Association
Postcode 3068
Residents United Against North East Link Option A (RUANELA)
We Live in Manningham (Facebook group)
West Alphington Residents Incorporated
Road and public transport users, cyclists and walkers
Bicycle Network Victoria
Boroondara Bicycle User Group
Public Transport Not Traffic
Public Transport Users Association
Banyule Bicycle Users Group
Banyule Cycling Club
Disabled Motorists Association
nillumBUG – Nillumbik Bicycle User Group
Yarra Bicycle User Group
Social service providers
Austin Health
Banksia Palliative Care Service (BPCS)
Mercy Hospital for Women
Warringal Private Hospital
Latrobe Lifeskills
Mind Australia Limited
Neami National
NorthWestern Mental Health
North Western Melbourne PHN
Prevention & Recovery Centre (PARC)
Viewbank Family Medical Group
Baptcare Strathalan Macleod
Regis Macleod
Viewbank House
Viewbank Gardens
Aged Care Services Australia Group (ACSAG) Nursing Home
Assisi Centre Aged Care
St John of God Health Care
Applewood
Women's Health In the North (WHIN)
Your Community Health

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Stakeholder groups
Community and environment interest groups
Banyule Environment Advisory Committee (BEAC)
Friends of Banyule
Friends of Koonung Creek Reserve
Friends of Merri Creek
Friends of Plenty River
Friends of Plenty River Walk
Friends of the Yarra Valley Parks
Friends of the Yarra Valley Parks
Greensborough Historical Society
Heidelberg Historical Society
Merri Creek Management Committee
Park Orchards Residents Association (PORA)
Resolve Rosanna Road
Riverland Conservation Society & Friends of Wilson Reserve
Warrandyte Community Association
Warringal Conservation Society
Yarra Riverkeeper Association
Catering to vulnerable groups and individuals
Banyule Community Health Services
Berry Street
Brotherhood of St Laurence
Doncare
Haven Home Safe
Culturally and linguistically diverse community organisations
Action on Disability within Ethnic Communities Inc. (ADEC)
Associazione Pensionati Laziali Aust. Inc
Box Hill Greek Senior Citizens Club
Chinese Senior Citizens Club of Manningham
Chinese Youth Society of Melbourne (CYSM)
Australian Coptic Senior Citizens Club
Extended Families Australia (Eastern)
Greek and Cypriots Elderly Citizens' Club of Whitehorse and District
Chinese Community Social Services Centre Inc. (CCSSCI)
Watsonia Neighbourhood House
Australia Taiwan Foundation Global Alliance TCC Mission Australia United
Manningham Interfaith Network
Manningham Senior Citizens Reference Group
North Eastern Jewish Centre
Women's Friendship Group - Manningham
Community, education and sporting providers and user groups (including young people)
Aquarena
Balwyn High School
Balwyn North Primary School
Banyule Primary School
Belle Vue Primary School

Attachment 2 - North East link engagement plan



Stakeholder groups
Bulleen Heights School
Carey Baptist Grammar (Kew and Donvale)
Concord School
Greensborough College
Greensborough Road Early Learning & Kinder
Kalker Montessori Centre
La Trobe University
Loyola College
Macleod Preschool
Marcellin College
Melbourne Polytechnic (Greensborough)
Presbyterian Theological College
RMIT Bundoora
Rosanna Golf Links Primary School
St Martin of Tours Primary School
St Mary's Parish Primary School
Trinity Grammar School
Viewbank College
Viewbank Primary School
Warekila Preschool
Watsonia North Pre-School
Watsonia North Primary School
Watsonia Pre-School
Watsonia Primary School
Winston Hills Pre School
Banyule Theatre Complex
Heide Museum of Modern Art
Nova Music Theatre Rehearsal Hall
Phoenix Theatre Company Inc
Tende Beck Scout Hall
Watsonia Library
Watsonia Scout Centre
Banyule NETS Stadium
Banyule Tennis Club
Boroondara Tennis Centre
Box Hill North Supers Football Club
Bulleen Swim Centre
Bulleen Templestowe District Junior Football Club
Camberwell Golf Club
Doncaster Aeromodellers Club
FC Bulleen Lions (Veneto Club)
Freeway Public Golf Course
Greythorn Bowling Club Inc.
KBH Brumbies Hockey Club
Kew Golf Club
North Box Hill Tennis Club
Slater Reserve Stadium
Templestowe United Football Club

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Stakeholder groups
Veneto Club Melbourne (David Barro Stadium)
Yarra Bowmen Archery Club
Yarra Junior Football League
Yarraleen Cricket Club
Local and regional business interest groups and owners, industry associations and peak bodies
Committee for Dandenong
Committee for Melbourne
Greensborough Chamber of Commerce
Lower Plenty Traders Association
Rosanna Traders Association
Manningham Business Network
Melbourne Airport
Melbourne Market
Nillumbik Tourism and Business Inc.
NORTH Link
Victorian Chamber of Commerce
Watsonia Traders Association
Australian Logistics Council
Australian Trucking Association
Supply Chain Advisory Network
Victorian Transport Association
Transport groups
RACV
Intelligent Transport Systems Australia
Tourism and Transport Forum
Victorian Community Transport Association
Victorian Transport Association (VTA)
Bus Association Victoria
Transport Safety Victoria
Eastern Transport Coalition
We Support Doncaster Rail
Metropolitan Transport Forum
Transport operators
Australian Taxi Industry Association
Doncaster Park & Ride
Metro Trains Melbourne
Uber
Yarra Trams
Private road operators
ConnectEast - EastLink
Transurban Group
Media
Local print media
Local radio
Community radio & TV
CALD radio

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Stakeholder groups
CALD print media
Utilities providers
To be determined as project design develops

Attachment 3 - Draft Submission - North East Link Environment Effects Statement

DRAFT SUBMISSION – Attachment 3

Submission - North East Link Environment Effects Statement

INTRODUCTION

It is important that this project does not result in ongoing legacy issues for Yarra and its community, particularly where these are difficult for Yarra itself to resolve be it due to costs and/or the need for third party cooperation.

The potential impacts of NEL on Yarra include:

- (a) Increased traffic congestion, noise and reduced amenity on arterial and local roads in Yarra;
- (b) Increased demand for cycling to and through Yarra particularly along specific corridors that tie into the proposed NEL cycleway works;
- (c) Loss of tree canopy and public open space directly as a result of NEL or other complimentary works;
- (d) Increased maintenance costs associated with new off road shared paths delivered by NELA;
- (e) Removal of car parking to support works that complement the busway and encourage cycling for new trails;
- (f) Other potential major works in Yarra such as grade separated right turn ramps to support the busway;
- (g) Delays to street based public transport services as a result of increased traffic levels; and
- (h) Worsening conditions for cyclists as a result of increased traffic particularly on key cycle routes.

TRAFFIC IMPACTS

Although traffic growth will be curtailed to some degree during the peaks by existing congestion, daily traffic volumes on the Eastern Freeway could increase significantly over a 24 hour period. Additional traffic on the Eastern Freeway will lead to more traffic in Yarra and could encourage motorists to seek alternative routes using arterial and local roads as traffic conditions worsen.

Traffic growth throughout Yarra, particularly in those areas close to Hoddle Street and Alexandra Parade, will result in substantial impacts to access, amenity, safety and liveability in the municipality.

Streets that could be impacted by NEL include:

- Brunswick Street (local road);
- Johnston Street;
- Nicholson Street;
- Smith Street (local road);
- Hoddle Street;
- Wellington Street (local road);
- Alexandra Parade;
- Johnston Street;
- Victoria Parade;

Attachment 3 - Draft Submission - North East Link Environment Effects Statement

- Heidelberg Road;
- Nicholson Street Abbotsford (local road), and
- Gold Street (local road).

New shared user paths are proposed as part of NEL to complete missing links along the Eastern Freeway. The new paths will significantly increase the number of cyclists travelling through Yarra to access the CBD from the north eastern suburbs. Complimentary improvements will be required along a number of Yarra's key cycling routes to provide continuous, safe and attractive connections particularly to the Hoddle Grid and the northern central city area.

Streets that will require bicycle upgrades as a result of the NEL cycle trials include:

- Wellington Street (north of Johnston Street);
- Roseneath Street;
- South Terrace;
- Trenerry Crescent, and
- Gipps Street.

The NEL scope of works includes the provision of a busway on the Eastern Freeway. In order to fully utilise this infrastructure it will most likely be necessary by the State Government to improve the bus operating environment between the Eastern freeway and the CBD. This may mean deployment of full time bus lanes in Yarra and other infrastructure that allows buses to move quickly and reliably. Depending on service frequency it may be necessary to have two high quality bus corridors through Yarra on the following streets:

- Hoddle Street;
- Victoria Parade;
- Johnston Street;
- Alexandra Parade;
- Wellington Street;
- Nicholson Street; and
- Lygon Street.

This may also require changes to some key intersections which require careful assessment insofar as public realm, amenity and other likely impacts.

Strategic Outcomes

Council has identified *strategic guiding outcomes* that it wants to see delivered as part of this project to inform the design development and help manage impacts. The outcomes have been developed to consider the objectives of the Transport Integration Act.

The strategic outcomes are outlined below:

(a) *Encouraging People to Use Public Transport*

- (i) The design of the Doncaster Busway must not significantly preclude the construction of Doncaster rail in the future;
- (ii) Yarra requires that a bus operational plan is developed to complement the delivery of the physical busway and ensure that public transport and other environmental benefits promised by the project are fully delivered. This operational plan should include:
 - Minimum busway headway provision for peak and off peak periods including weekends;

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- Commitments to responding to growing passenger demand and ensuring that there is sufficient capacity to allow passengers to always be able to board a bus and travel in comfort;
 - Commitments to continually providing attractive journey times by bus and improving bus priority outside the Eastern Freeway where necessary to ensure that the service operates satisfactorily, and
 - Commitments to the rollout of e-buses on the Busway with a view to having a fully electrified fleet on this route.
- (iii) Yarra should be consulted regarding route options for Doncaster bus services between the Eastern Freeway and the CBD. Yarra request that mitigation measures be developed by the State Government in response to businesses impacted by removal of car parking on any upgraded bus corridors. Yarra also require compensation is provided for the removal of any paid parking bays to deliver bus corridor upgrades.
- (b) *Encouraging People to Cycle*
- (i) All new shared use paths delivered by NEL should be a minimum of 3m in width. All facilities must be signed off by Council and be in accordance with the State Government's Design Guidance for Strategically Important Cycling Corridors and other relevant policies and standards;
 - (ii) NEL should be required to pay for all ongoing maintenance associated with new cycle paths provided as part of this project.
 - (iii) NEL should make provision for cyclists accessing the CBD from the project study area via key cycle routes in Yarra.
- (c) *Encouraging People to Walk*
- (i) Better opportunities should be provided for pedestrians and cyclists to cross major roads connecting with the NEL project area such as the Eastern Freeway, Alexandra Parade and Hoddle Street.
 - (ii) The ability to extend pedestrian crossing times in the future on Alexandra Parade and Hoddle Street should not be refused due to delays caused to additional traffic as a result of NEL;
- (d) *Preserving Open Space and Amenity*
- (i) Tree removal should be minimised; and the existing tree canopy should be replaced as a minimum through offsets at nearby locations;
 - (ii) NEL should not result in any net loss of useable open space in Yarra and the quality of existing open space should not be compromised to deliver the works;
 - (iii) Any proposals to extend the hours or length of Clearways to deliver bus improvements must only be considered after complying with the associated legal procedures and industry agreements;
 - (iv) Any proposals to remove on-street parking should directly improve travel conditions for people travelling by non-motorised transport modes;
- (e) *Managing Traffic Impacts*
- (i) NEL should not result in additional traffic growth or through traffic on local roads or through key centres. Any additional traffic growth should be offset through funding to improve public transport, walking and cycling;

Attachment 3 - Draft Submission - North East Link Environment Effects Statement

- (ii) NEL should implement a rigorous post construction monitoring framework to quantify changes in traffic flow. This will measure changes in traffic volume, public transport delay and other impacts as a result of the project. A funding allocation should be provided by NEL to deliver works as needed in response to monitoring outputs.
- (iii) Traffic associated with NEL should not be used to support a future business case for East West Link.

Council does wish to present to the Panel Hearings in relation to this matter and will expand on these, and other points of concern during the hearings process.

11.7 Community Engagement Policy Refresh

Trim Record Number: D19/78932

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To brief Council on the approach developing an updated and refreshed Community Engagement Policy, to ensure we deliver best practice standards and are compliant according to the Victorian Auditor General and potential local government statutory requirements.

Background

2. Yarra City Council is committed to undertaking genuine, transparent and accessible engagement with our community on decisions and projects that affect, impact and/or interest them.
3. Acknowledging the life experience that community brings to decision-making enhances the credibility of a decision, especially when it is understood to be the product of an open, inclusive and collaborative process. Community feedback and involvement leads to better decision making, which in turn leads to better outcomes for the community.
4. Since 2014, Yarra's approach to community engagement has been guided by the Community Engagement Policy 2014-18, which introduced industry best practice in engagement, through the principles of IAP2 (International Association of Public Participation).
5. Under the Community Engagement Policy 2014-18, significant progress has been made in raising the profile and understanding of the importance of good community engagement practice within the organisation.
6. Key achievements over the past 4 years include:
 - (a) Delivery of two exemplary deliberative community panel projects – Liveable Yarra (2016) and the Aged Care Services Community Panel (2018);
 - (b) Implementing early/preliminary stage consultation on budget priorities;
 - (c) Creative approaches to community outreach, including:
 - (i) Targeted activities with young people – e.g. partnering with Youth Services for the 'pizza and ping pong with the Mayor' session as part of the 2017/18 budget consultation and pop ups at youth events including Block Party at Atherton Gardens Housing Estate;
 - (ii) Targeted activities with children – e.g. partnering with Family and Children's Services on engagement with kinder children to envisage their ideal park as part of the Yarra Open Space Strategy consultation, as well as numerous playground upgrades;
 - (iii) Activities at public housing estates, including the Reimagining Victoria Street project at Richmond Housing Estate in 2017;
 - (iv) The use of video pods to enable community members to share their stories as part of Inclusive Yarra, a joint consultation approach to inform the development of a number of Community Partnerships strategies and policies.;
 - (v) The use of bird boxes to gather community ideas to inform the Wangaratta Park upgrade in 2017 (together with on-site activations);
 - (vi) Kitchen table meetings with residents as part of the Charles and Mollison Pocket Park project; and

- (vii) Specific sessions with older people from different cultural backgrounds and people with disability, as part of the Living Well in Yarra consultation in 2018; and
 - (d) The consolidation of the Communications and Engagement Branch, which included a mini restructure and upskilling of Communications and Engagement staff. This has created a centralised and highly skilled team providing engagement advice and support across the organisation. The branch supports over 30 engagement projects annually;
 - (e) A program of internal capacity building which has seen 50 staff from a range of business units complete the IAP2 Certificate in Engagement (one of the highest number in Victorian councils). Ongoing supplementary training and professional development opportunities have also been delivered, including training in facilitation, the latest digital engagement tools and digital mapping tools for place-based engagement;
 - (f) The establishment of an internal Engagement Practitioners Network, a group of about 20 staff members who meet regularly to share knowledge, learnings and participate in professional development;
 - (g) Community participation in the online engagement platform Your Say Yarra, with over 115,000 site visits and 11,000 contributions to more than 100 projects from 2014-2018;
 - (h) Use of cutting edge tools such as Social Pinpoint (online mapping tool) to empower the community with information on projects such as LAPMS traffic management options (over 2000 community contributions to LAPMS projects in 2018 alone and Amendment C191 for Swan Street); and
 - (i) Development and consistent use of an Engagement Plan template for organisational projects, including detailed, staged planning and stakeholder analysis tool.
7. In the 2019 Annual Customer Satisfaction Survey, our performance in the 'Community consultation and engagement' category was rated 'good' at 7.21, which is significantly higher than the Inner Melbourne Action Plan (IMAP) councils (6.27) and greater Melbourne (6.52). Our results have been consistently good, scoring 6.9 in 2018 and 2017, and 7.0 in 2016, 2015 and 2014.
8. The Communications and Engagement Branch propose developing a refreshed Community Engagement Policy in 2019. The refreshed Community Engagement Policy will build on the solid foundation established over the past 4 years.
9. While the previous policy and implementation strategy focussed on introducing best practice and building organisational capacity, the refreshed policy will focus on embedding best practice to:
- (a) Ensure Yarra meets the legislative requirements set out by the Victorian Auditor General's Office (VAGO) and the changes foreshadowed by the review of the Local Government Act 1989;
 - (b) Drive the consistent application of IAP2 principles to all engagement projects across the organisation. In particular:
 - (i) fostering common understanding in applying the IAP2 spectrum to engagement practices (including opportunities that invite partnering with or empowering the community through deliberative processes where appropriate);
 - (ii) encouraging common understanding of how the engagement approach at different stages of decision making should match the level of influence expected of and by the community; and
 - (iii) Considering where specialist research drawn from sector expertise can better inform engagement processes; and
 - (c) Reinforce Council's commitment to the community to undertake genuine, timely, transparent, well-planned and accessible engagement on decisions that affect or interest them.

10. The Communications and Engagement Branch has developed a project plan to guide the development of this new organisational policy. This includes an in-depth program of consultation both internal and external, including:
 - (a) Targeted consultation with underrepresented cohorts, including public housing tenants associations, young people, people with English as a second language and neighbourhood houses; and
 - (b) Engagement with the broader community and advisory committees.
11. The refreshed policy will also deliver an updated approach to underrepresented cohorts and changing demographics (based on market research conducted in 2017) and an updated stakeholder analysis based on fresh ABS data and projections.
12. A new 4 year implementation plan will be developed to support the policy. In particular, the plan will focus on achieving a consistent approach to community engagement across the organisation, through ensuring common understanding of processes, planning, methods and provision of tools and resources.

Internal Consultation (One Yarra)

13. The Communications and Engagement Branch will undertake engagement with key staff:
 - (a) Consultation with internal business units, to assess the current practice and future needs and opportunities;
 - (b) Briefing to Executive (completed); and
 - (c) Consultation with Senior Management Team (SMT).

Financial Implications

14. The development of the Community Engagement Policy will be delivered within existing operational budget.

Economic Implications

15. Not applicable to the development of this Policy.

Sustainability Implications

16. Not applicable to the development of this Policy.

Social Implications

17. The proposal to involve a diverse and underrepresented community groups is intended to positively encourage a wide participation in social aspects of the Council's service delivery.

Human Rights Implications

18. Not applicable to the development of this Policy.

Communications with CALD Communities Implications

19. As part of the development of the policy, the Communications and Engagement Branch will undertake targeted consultation with underrepresented cohorts, including public housing tenants associations and people with English as a second language.

Council Plan, Strategy and Policy Implications

20. The development of an updated and refreshed Community Engagement Policy aligns with Strategic Objective 7 of the Council Plan 2017-2021, being: *A Leading Yarra: Transparency, performance and community participation drive the way we operate.*

Legal Implications

21. Not applicable to the development of this Policy.

Other Issues

22. Addressing compliance through the refreshed policy will be essential as a result of VAGO's auditing requirements. VAGO undertakes random audits of Victorian councils' community engagement practices every 4 years. VAGO's requirements for community engagement are closely linked with IAP2 core values, and are outlined in the document *Public Participation in Government Decision-Making: A Better Practice Guide*.
23. The Local Government Bill 2018 had foreshadowed new requirements for engagement, including:
 - (a) A set of principles that mandate engagement methodology;
 - (b) Section 223 of the Local Government Act 1989 will be replaced by an expectation that councils' undertake engagement at the start of the development of their annual budget, and give community a higher level of involvement than was previously required; and
 - (c) Developing a 'Community Vision' to underpin councils' long term strategic planning.
24. The updated Community Engagement Policy will reflect the requirements outlined by VAGO the changes as were proposed in the Local Government Bill 2018, ensuring Council is proactively addressing the requirements. Underpinning both the VAGO principles and Local Government Bill 2018 principles (as were proposed) are the IAP2 core values and spectrum of engagement, both heavily emphasising the role and commitments of the decision makers in engagement.
25. Consideration will need to be given to how engagement projects are resourced into the future, and may require additional budget to be identified through project planning.

Options

26. Not applicable

Conclusion

27. The development of a refreshed and updated Community Engagement Policy is required to ensure Yarra is delivering best practice community engagement and compliant according to the Victorian Auditor General and potential local government statutory requirements.

RECOMMENDATION

1. That Council:
 - (a) note the proposed process and objectives for developing a refreshed Community Engagement Policy and a new 4 year implementation plan; and
 - (b) endorse the proposed process.

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TITLE: Senior Coordinator Communications and Engagement
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Attachments

- 1 [↓](#) Community Engagement Policy 2014-18 implementation report
- 2 [↓](#) Project Plan - Community Engagement Policy update
- 3 [↓](#) Community Engagement Policy 2014-18

Attachment 1 - Community Engagement Policy 2014-18 implementation report



Community Engagement Policy implementation (2014-2018) Progress report

The implementation of the policy is the responsibility of the Communications and Engagement Branch. In implementing the policy, a range of actions across five implementation areas were developed based on outcomes of the 2013 review and in consultation with internal stakeholders:

1. Access and Inclusion
2. Embedding engagement practice
3. Capacity building and support
4. Innovative practice
5. Integrated consultation

Under the Community Engagement Policy 2014-18, significant progress has been made in raising the profile and understanding of the importance of good community engagement practice within the organisation.

Key achievements over the past 4 years include:

- The consolidation of the Communications and Engagement Branch, which included a mini restructure and upskilling of Communications and Engagement staff. This has created a centralised and highly skilled team providing engagement advice and support across the organisation. The branch supports over 30 engagement projects annually.
- A program of internal capacity building which has seen 50 staff from a range of business units complete the IAP2 Certificate in Engagement (one of the highest number in Victorian councils). Ongoing supplementary training and professional development opportunities have also been delivered, including training in facilitation, the latest digital engagement tools and digital mapping tools for place-based engagement.
- The establishment of an internal Engagement Practitioners Network, a group of about 20 staff members who meet regularly to share knowledge, learnings and participate in professional development.
- Community recognition of online engagement platform Your Say Yarra, with over 115,000 site visits and 11,000 contributions to more than 100 projects from 2014-2018.

Attachment 1 - Community Engagement Policy 2014-18 implementation report

- Delivery of two exemplary deliberative community panel projects – Liveable Yarra (2016) and the Aged Care Services Community Panel (2018).
- Implementing early/preliminary stage consultation on budget priorities.
- Development and consistent use of an Engagement Plan template for organisational projects, including detailed, staged planning and stakeholder analysis tool.
- Use of cutting edge tools such as Social Pinpoint (online mapping tool) to empower the community with information on projects such as LAPMS traffic management options (over 2000 community contributions to LAPMS projects in 2018 alone).
- Creative approaches to community outreach, including:
 - Targeted activities with young people – e.g. partnering with Youth Services for the ‘pizza and ping pong with the Mayor’ session as part of the 2017/18 budget consultation and pop ups at youth events including Block Party at Atherton Gardens Housing Estate.
 - Targeted activities with children – e.g. partnering with Family and Children’s Services on engagement with kinder children to envisage their ideal park as part of the Yarra Open Space Strategy consultation, as well as numerous playground upgrades.
 - Activities at public housing estates, including the Reimagining Victoria Street project at Richmond Housing Estate in 2017.
 - The use of video pods to enable community members to share their stories as part of Inclusive Yarra, a joint consultation approach to inform the development of a number of Community Partnerships strategies and policies.
 - The use of bird boxes to gather community ideas to inform the Wangaratta Park upgrade in 2017 (together with on-site activations).
 - Kitchen table meetings with residents as part of the Charles and Mollison Pocket Park project.
 - Specific sessions with older people from different cultural backgrounds and people with disability, as part of the Living Well in Yarra consultation in 2018.

A detailed list of achievements for each year, across the 5 implementation areas is detailed in the table below:

Attachment 1 - Community Engagement Policy 2014-18 implementation report

	Strategy 1: Access and Inclusion	Strategy 2: Embedding Engagement Practice	Strategy 3: Capacity Building and Support	Strategy 5: Innovative Practice	Strategy 6: Integrated Consultation
Achievements 2015	<ul style="list-style-type: none"> The formation of a cross-organisation working group to collaborate on accessible communications and engagement issues, known as the Accessible Engagement Working Group. The CALD reference panel was rolled out across the organisation, and is now included on all corporate publications. The Liveable Yarra project included targeted workshops with public housing tenants, and non-English speaking cultural groups. The Liveable Yarra project also included advice from council's Advisory Groups including Early Years, Active Ageing, Disability, Aboriginal and Business Advisory, providing a diverse set of views for consideration. The re-design of the Barkly 	<ul style="list-style-type: none"> Online engagement is now an embedded methodology across the organisation for relevant projects. This was particularly successful for the Council Budget 2016-17 early consultation with an increase in submissions from 31 in 2014 to 93 in 2015. Improvements were made to the Have Your Say section of Council's corporate website to streamline where to find consultation projects that are open, closed, and non-Council. The Project Management Framework policy was completed in 2015, with minimum standard consultation processes embedded within. Service Reviews undertaken in 2015 (Yarra Leisure and Parking 	<ul style="list-style-type: none"> An internal community engagement training program was developed to build capacity of staff to plan and deliver community engagement projects Specialist engagement advice and support was provided to the following projects; <ul style="list-style-type: none"> Shared use of Citizens Park Rushall Reserve shared path Charles and Mollison Streets, pocket park Williams Reserve upgrade Barkly Gardens playground upgrade Arts and Culture Strategy renewal 	<ul style="list-style-type: none"> The successful delivery of Council's first deliberative engagement project; Liveable Yarra LATMS 1 – Princes Hill precinct moved from hard copy surveying to online and mapped information with an increased response rate from 6% to 27% Yarra Libraries learning framework was developed using a range of creative techniques including a Video Booth and Appreciative Inquiry workshops The Senior Advisor Community Engagement provided input to the Local Government Act Review – Technical Working Group, providing advice on future requirements in Local Government 	<ul style="list-style-type: none"> Formal alignment of Community Engagement and Communications functions and establishment of the Advocacy and Engagement Branch to provide integrated support to the organisation. LATMS 1 – Princes Hill precinct incorporated consultations on parking changes along with traffic management changes. Outcomes from the Liveable Yarra project including the baseline survey results, People's Panel recommendations and advice from advisory committees and targeted workshops will be used to rewrite the Yarra Planning Scheme in 2017, but also being drawn on for a range of Council strategies and future planning including the

Attachment 1 - Community Engagement Policy 2014-18 implementation report

	Gardens playground occurred in collaboration with Richmond kindergarten to include the voice of local children.	services) were guided by the Community Engagement Policy principles.		community engagement	Arts and Culture Strategy.
2016	<ul style="list-style-type: none"> Senior Engagement Advisor attended a meeting of the Multicultural Advisory Group to increase understanding of the engagement needs of CALD communities in Yarra. The internal Accessible Communications and Engagement working group met quarterly, to share ideas and learnings on reducing barriers to participation in Council matters. Council service information packs in 10 community languages were created and distributed to relevant CALD communities, increasing the understanding of Councils role and functions. The Advocacy and Engagement team worked closely with the Social Policy and Research team to better identify CALD communities 	<ul style="list-style-type: none"> Developed a Communications and Engagement plan project template, which was made available on the intranet. The template includes a stakeholder analysis and risk identification section. Communications and Engagement staff complete the template for all engagement projects in collaboration with the relevant business unit. Developed a range of engagement templates and resources for staff use, eg. Stakeholder analysis matrix, Engagement Design template, and additional IAP2 resources (available to staff on the intranet). Established the Yarra Engagement Practitioners Network to provide 	<ul style="list-style-type: none"> The IAP2 Certificate in Engagement has been the main strategy in increasing the knowledge and practice across the organisation. In 2016, 20 staff completed the IAP2 Certificate of Engagement foundational training. The training was offered to those who are required to regularly engage and those that are responsible for upcoming major projects. . This course was delivered by IAP2 accredited trainers to staff over 5 days. 	<ul style="list-style-type: none"> We continued to develop our online engagement platform, Your Say Yarra, including the continued trial and evaluation of the use of interactive mapping tools. Delivered innovative, highly visible and accessible outreach community engagement opportunities on key projects including the development of the Council Plan 2017-21. Updating the Have Your Say section of the corporate website, rebranding Council's online engagement platform Your Say Yarra to improve user experience and accessibility. Continued to build participation in online 	<ul style="list-style-type: none"> The development and promotion of an internal Consultation Register, available on the intranet to assist staff in understanding what other engagement projects are happening and how they might impact or compliment other engagement projects. Consultation findings from the major community consultation for the development of the Council Plan were shared internally and used to inform policy development and other projects. Established regular meetings between Communications and Engagement team and business units delivering regular projects requiring community engagement to better plan and

Attachment 1 - Community Engagement Policy 2014-18 implementation report

	and tailor engagement opportunities, including through the use of Community Profile.	ongoing support to staff who completed IAP2 training.		consultations via social media promotion.	coordinate engagement projects.
	Strategy 1: Access and Inclusion	Strategy 2: Embedding Engagement Practice	Strategy 3: Capacity Building and Support	Strategy 5: Innovative Practice	Strategy 6: Integrated Consultation
2017	<ul style="list-style-type: none"> As part of the Reimagining Victoria Street project, we undertook one on one engagement with people who inject drugs at North Richmond Community Health Centre, as well as pop up consultation sessions at Richmond public housing estate, West Richmond Primary School and on Victoria Street (all sessions with interpreters), ensuring we heard from public housing estate residents and the local Vietnamese and Chinese community. Research continued into preferred communication and engagement channels for underrepresented communities, with a particular focus on public housing residents, CALD communities, and multi-unit developments. 	<ul style="list-style-type: none"> The Accessible Communications and Engagement internal network and the Engagement Practitioners Network continued to meet regularly to share knowledge, information and contribute to the development of staff resources. The Communications & Engagement Plan template was refined and continued to be utilised by Communications and Engagement staff for all engagement projects. Development of business rules for the use of Yarra's online engagement platform – Your Say Yarra. 	<ul style="list-style-type: none"> A further 25 staff received IAP2 Certificate in Engagement training. The training was targeted to those who are required to regularly engage and those that are responsible for upcoming major projects. This course was delivered by IAP2 accredited trainers to staff over 5 days. 	<ul style="list-style-type: none"> Utilising a new online mapping tool allowing users to map their experiences as part of the Reimagining Victoria Street project. On site activation and creative use of bird boxes to gather the local community's aspirations for the future of Wangaratta Reserve. Creative place-making activities with local business and residents to inform the Rose Street Feet First project. Trial of new online engagement tools including discussion forums, brainstormer and QandA tool on the Your Say Yarra website. A comprehensive 2 phase budget consultation process, 	<ul style="list-style-type: none"> The Communications and Engagement, Social Policy and Research and Corporate Planning teams undertook research and benchmarking to inform a best practice approach to deliberative engagement for Council's proposed Services Policy. Staff from Communications and Engagement, Community Partnerships and Urban Design collaborated to inform the planning for the Victoria and Lennox street intersection upgrades, with the Victoria Street Internal Working group providing advice on stakeholders. Data from Reimagining Victoria Street was also utilised.

Attachment 1 - Community Engagement Policy 2014-18 implementation report

	<ul style="list-style-type: none"> Age-specific and tailored engagement with families, young people and children, in partnership with Family, Youth and Children's Services team, to inform the development of the 0-25 Plan. A stakeholder contact list for CALD community was developed, to enable direct communication with community leaders and groups on engagement opportunities. 			<p>with an early phase of engagement to help inform the development of the draft 17/18 budget taking place in November 2017. This approach included pop up sessions at Richmond public housing estate, as well online submissions (further pop up consultations occurring in early 2018).</p> <ul style="list-style-type: none"> Co-design for the Charles and Mollison pocket park, including a full day community workshop and kitchen table consultation meetings with neighbouring residents. 	
	Strategy 1: Access and Inclusion	Strategy 2: Embedding Engagement Practice	Strategy 3: Capacity Building and Support	Strategy 5: Innovative Practice	Strategy 6: Integrated Consultation
2018	<ul style="list-style-type: none"> Through robust stakeholder mapping, a representative group of older persons from a range of backgrounds and experiences, as well as local service providers, participated in the deliberative Aged Care Services Community Panel. 	<ul style="list-style-type: none"> Showcasing of process and outcomes using social pinpoint engagement technology for heritage strategy, Inclusive Yarra project and LAPMS to the Engagement Practitioners 	<ul style="list-style-type: none"> Facilitation training for staff delivered by renowned local government engagement expert Helen Christensen. This full day session provided skills and tools for staff whose work requires 	<ul style="list-style-type: none"> Use of 'story pods' allowing community members to share their personal stories of inclusion in video format as part of the Inclusive Yarra project. Futures Forums with community 	<ul style="list-style-type: none"> Living Well in Yarra was a collaborative engagement approach to inform the Healthy and Active Ageing Strategy and Access and Inclusion Strategy, and included a number of targeted consultation sessions with people with

Attachment 1 - Community Engagement Policy 2014-18 implementation report

	<p>The group were provided with tailored support and information to enable them to meaningfully participate in a transparent process for deciding on a model for council's future role in providing aged care home services.</p> <ul style="list-style-type: none"> • Interactive workshop with Collingwood College students to help inform the redesign of the Gahans Reserve Playground. • Tailored engagement with older persons groups from a range of cultural backgrounds as part of Living Well in Yarra – a joint consultation to inform the Healthy and Active Ageing Strategy and Access and Inclusion Strategy. • Targeted focus groups with young people as part of the broader community engagement for the Yarra Housing Strategy. 	<p>Network.</p> <ul style="list-style-type: none"> • Invitation to Practitioners' Network to fill support roles in the Aged Care deliberative engagement panel allowing opportunity to learn deliberative best practice in real environment and practice facilitation skills. • Invitation to Practitioners' Network to support community listening posts for the Open Space strategy community consultation encouraging cross council collaboration and modelling best practice approach to engagement outreach • First stage development of stakeholder database drawing on contacts from a range of business units across Council and used to support various projects throughout second half of 2018 	<p>them to facilitate community engagement or stakeholder meetings.</p> <ul style="list-style-type: none"> • New approaches to community engagement training with engagement expert, Max Hardy. Staff who had previously completed IAP2 training or who are involved in delivering community engagement projects attended this half-day session on the latest engagement digital tools as well as an overview of deliberative engagement principles and case studies. • Staff training session on the use of digital technology for place-based engagement, including a demonstration of the 3D map of Yarra developed by the GIS team and a session exploring the capabilities of Social Pinpoint (online mapping tool). 	<p>stakeholders and local experts as part of the development of the Yarra Environment Strategy.</p> <ul style="list-style-type: none"> • Community visioning exercise on the future use of the bocce courts at Hardy Gallagher Reserve. Community members shared 3 words that captured their vision for the space, as well as participating in an onsite engagement workshop. 	<p>disability of all ages, as well as older people.</p> <ul style="list-style-type: none"> • A consultation on the future home of a WW1 Field Gun was conducted as a close collaboration between the Arts and Culture, Open Space and Communications and Engagement teams. • The Inclusive Yarra project integrated community consultation for the development of the Multicultural Partnerships Plan, LGBTIQ Partnerships Plan, Homelessness Strategy and the Human Rights Charter.
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Attachment 2 - Project Plan - Community Engagement Policy update

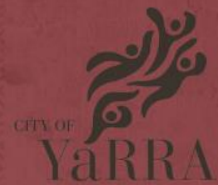
Development of an updated and refreshed Community Engagement Policy - Project Plan

Timeline	Action
Work already undertaken 2018-2018	
November 2018	<ul style="list-style-type: none"> Review 2014-2018 Policy implementation plan - outcomes
December 2018	<ul style="list-style-type: none"> Analysis of Victorian Auditor General's Best Practice Guide to ensure our practice meets auditing standards
December 2018	<ul style="list-style-type: none"> Analysis of community engagement elements outlined in the draft Local Government Review Act Analysis
December 2018	<ul style="list-style-type: none"> Analysis of IAP2 Core Values commonly used as an evaluation framework for best practice
January 2019	<ul style="list-style-type: none"> Benchmarking policies and procedural guides of other councils and State Government authorities
January 2019	<ul style="list-style-type: none"> Literature review and case study analysis of Deliberative Engagement project best practice and common principles (at local and state level)
January 2019	<ul style="list-style-type: none"> Stakeholder analysis according to latest ABS data and 2017 market research project
Strategy and Policy Development 2019	
March 2019	<ul style="list-style-type: none"> Executive briefing on process and objectives
April 2019	<ul style="list-style-type: none"> Council briefing on process and objectives
April 2019	<ul style="list-style-type: none"> Desktop review of current tools and processes Draft process guide and templates - reviewed by external engagement specialist
May/ June 2019	<ul style="list-style-type: none"> Targeted external consultation with key stakeholders and underrepresented groups: neighbourhood houses, public housing and tenants associations. Consultation with advisory groups
Early July 2019	<ul style="list-style-type: none"> Communications with SMT on process and objectives, particularly internal workshops
July/ August 2019	<ul style="list-style-type: none"> External community consultation – Your Say Yarra and promoted via Yarra News article, social media and Yarra Life.
July/August 2019	<ul style="list-style-type: none"> Internal Workshops CTH, RTH and 345 – review current practice, identify gaps and opportunities for actions and supports (some education/ lift to next level practice)

Attachment 2 - Project Plan - Community Engagement Policy update

September/October 2019	<ul style="list-style-type: none"> • Draft policy and implementation plan
October/November 2019	<ul style="list-style-type: none"> • Public exhibition of draft policy
December 2019	<ul style="list-style-type: none"> • Council to adopt policy and implementation plan

Attachment 3 - Community Engagement Policy 2014-18



YARRA CITY COUNCIL. COMMUNITY ENGAGEMENT POLICY 2014

Attachment 3 - Community Engagement Policy 2014-18



OUR VISION.

**AT YARRA, COMMUNITY ENGAGEMENT
MEANS THERE IS A VOICE FOR ALL
WHO WANT TO BE HEARD.**

**COMMUNITY ENGAGEMENT INFORMS
DECISION-MAKING, DEVELOPS
RELATIONSHIPS AND BUILDS CAPACITY.**

**THIS POLICY SUPPORTS ALL OF YARRA'S
COMMUNITY TO PARTICIPATE IN CIVIC LIFE
AND CONTRIBUTE TO SHAPING THE
FUTURE OF YARRA.**

Cover photo: Swan Street Night time Economy consultation (April 2013), Policy Booth. Photographer: Thomas McCinnis
Page 4 & 5: photographer Thomas McCinnis; other pages photography ©Yarra City Council.

Attachment 3 - Community Engagement Policy 2014-18

MAYOR'S MESSAGE

It is with great enthusiasm that I present the City of Yarra Community Engagement Policy.

This policy was endorsed by Council in 2014 and builds on the previous Consultation and Engagement Policy endorsed in 2006.

Involving our community in the decision-making process is fundamental to the way Yarra City Council functions. Accordingly, the Community Engagement Policy is probably the most important Council policy. It guides how we involve our community in the decision-making process across the full range of Council operations.

The Victorian Local Government Act 1989 states that: *The primary objective of a Council is to endeavour to achieve the best outcomes for the local community having regard to the long term and cumulative effects of decisions.*¹

In fulfilling this objective—in seeking to achieve the best outcomes for our community—we communicate, consult and partner with our community. Not only is our community our key stakeholder, our community also has the local knowledge and the lived experience that can best inform robust decision-making by Council.

The City of Yarra is blessed with a uniquely diverse community. Council values every voice and seeks to facilitate the contribution each member of our community can make. However, there are sectors of our community that are either disengaged (due, for instance, to family and/or work commitments) or disenfranchised (due to factors such as age, disability or lack of proficiency in the English language).



In this day and age, new media and technology can also lead to disenfranchisement. Whilst Council embraces the engagement possibilities that new media and technology make possible, we need to be vigilant to ensure that people in our community who do not, or cannot, use such media or technology are not excluded.

Engagement with those who are disengaged or disenfranchised can be a challenge but Council acknowledges that it is vital because we are genuinely committed to listening to, and learning from, our community in all its diversity.

Ultimately, community engagement creates opportunities to build, demonstrate and foster mutual respect and trust between Council and the community. This policy is testament to Council's commitment to an inclusive and empowered Yarra community.

Cr Phillip Vlahogiannis
Mayor, City of Yarra

1. 3C (1), Part 1A – Local Government Charter, Local Government Act 1989

Attachment 3 - Community Engagement Policy 2014-18

POLICY REVIEW AND DEVELOPMENT 2013-2014

The Council Plan 2013-2017 mandates a review of consultation and engagement at Yarra, to ensure services and practice meet changing community needs and preferences. This updated policy has been informed by four stages of engagement and research carried out between October 2013-May 2014 as illustrated below.



ONGOING REVIEW AND IMPLEMENTATION

This policy will undergo an annual review process to evaluate organisational community engagement activities and seek to learn from, and improve practice.

Implementation of this policy will be through an annual strategy, setting out actions that are directly related to the principles of engagement.

Attachment 3 - Community Engagement Policy 2014-18



PRINCIPLES OF ENGAGEMENT

Based on outcomes of the 2013–2014 review, these six major principles are Council's *commitment to community* and will directly inform the implementation strategy.

What the community can expect from Council is:

RESPECT AND TRANSPARENCY

- We will consult when needed and use the information gathered in a meaningful way
- We will respect your time and listen to you
- We will engage at a level that is appropriate to the possibility to influence.

ACCESS AND INCLUSION

- We will seek a diversity of views and perspectives
- We will endeavour to identify and remove barriers to participation
- We will provide a range of opportunities to participate to ensure different groups are represented
- Where possible, we will take consultation to you.

CLARITY OF COMMUNICATION

- We will clearly communicate the intention, scope and outcomes of the consultation
- We will use plain language and avoid jargon and provide clear explanation

- We will make information available in accessible formats
- We will provide results of community consultation activities to participants.

ACCOUNTABILITY AND IMPROVEMENT

- We will seek to maintain consistent standards and levels of quality
- We will share results internally and work together to avoid duplication and 'over consultation'
- We will evaluate engagement efforts and consistently seek to learn and improve practice.

CAPACITY BUILDING

- We will build community capacity to contribute, by educating and empowering both the community and staff

ONLINE AND CREATIVE ENGAGEMENT

- We will explore and expand opportunities to engage with you online
- We will strive to make opportunities interesting and enjoyable

POLICY CONTEXT

A changing community

Yarra's Council Plan 2013–17 recognises that the municipality continues to experience significant population change, not just increasing numbers but also the changing demography of the community. A further 15,000 residents are expected to live in Yarra in the next 10 years, raising our population to over 100,000 by 2024. By then it is anticipated that more than a quarter of Yarra's residents will live in high-rise apartment buildings. Along with new families moving into Yarra's existing homes, Council is seeing a shift in community expectations and service needs, as well as increased pressures on space and services from greater numbers of residents, workers and visitors. Council needs to manage diverging needs and interests, particularly between affluent and disadvantaged populations.

Effective and integrated community engagement is crucial to ensuring council services and priorities meet the needs of this growing and diverse community, ensuring all of Yarra's voices are given an opportunity to participate in civic life and contribute to shaping the future of Yarra.

Changes to the community engagement field

Since the last policy was written in 2005 there have been important changes in the field of community engagement with increasing interest and focus in online engagement, creative methodologies and accessible opportunities, recognising limited time and competing demands of participants. The language has also evolved with "community engagement" now used as the umbrella term for council's interactions with the community (see definitions below).

Purpose of policy

The policy defines council's commitment to the community and articulates what council's community engagement principles are that drive community engagement practice.

Definitions

COMMUNITY ENGAGEMENT

Used as an umbrella term to describe the range of opportunities for participation in Council matters such as communication, consultation and partnership.² It is a planned process working with community and stakeholders to inform decision-making, develop relationships and build capacity.³

COMMUNITY

A broad term to define groups of people based on geographic location, similar interest, affiliation or identity.⁴ The Yarra community includes residents, rate-payers, businesses, workers, organisations and visitors.

STAKEHOLDER

An organisation or defined group of people, who are interested, affected by or contribute to an outcome. For example government departments and bodies, representatives of business and industry or service providers.

2. Department of Environment and Primary Industry (DEPI), <http://www.dse.vic.gov.au/effective-engagement/introduction-to-engagement/what-is-community-engagement>
3. Capire Consulting Group, Engagement Triangle, <http://www.capiire.com.au/engagement-triangle>
4. Department of Environment and Primary Industry (DEPI), <http://www.dse.vic.gov.au/effective-engagement/introduction-to-engagement/what-is-community-engagement>
5. Part 2(18) Victorian Charter of Human Rights and Responsibilities Act 2006

Attachment 3 - Community Engagement Policy 2014-18

YARRA'S APPROACH

Yarra City Council's approach to community engagement is based on achieving the best outcomes for our current and future community.

Why we engage

Residents and ratepayers have the right to influence decisions that will have an impact on them. The Victorian Charter of Human Rights and Responsibilities sets out the basic rights, freedoms and responsibilities of all people in Victoria. It states that each "person in Victoria has the right, and is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives".⁵

Community input and feedback also leads to better informed and more sustainable outcomes. The community has local knowledge and proficiency that experts don't.

In addition to informing decision making, community engagement helps build trust through ongoing relationships between council, the community and stakeholders, and facilitates connection and empowerment.

Who we engage

Knowing our community is crucial to ensuring the right people are aware of and able to participate in projects and decisions that affect them.

Access and inclusion is a key community engagement principle at Yarra. A focus for Council is to ensure all residents can participate in their community and access services regardless of age, gender, sexuality, income, education, cultural background, language skills or disability.

When we engage

At any time there is likely to be a number of active community engagement opportunities at Yarra, advertised on our website and through print and digital media.

Opportunities to participate will as far as possible be made available at an early stage when there is still opportunity to shape outcomes.

How we engage

There is a range of different types of engagement at Yarra, depending on what the project and purpose is. Successful targeted consultation will be achieved by knowing who Council is trying to reach (through stakeholder analysis) and what we are trying to achieve (goals and possible outcomes).

There are times Council needs to follow statutory requirements for consultation, other times we design the engagement methods to suit the goals, for example develop a new policy or strategy, test how well a service is working, or change something in the local environment (a new park or changed traffic conditions). For major projects we will provide multiple and different opportunities to contribute to ensure a variety of people are able to participate.

Alongside these targeted engagement efforts, we also maintain ongoing relationships with stakeholders through advisory committees and support to community groups.

EFFECTIVE AND INTEGRATED COMMUNITY ENGAGEMENT IS CRUCIAL TO ENSURING COUNCIL SERVICES AND PRIORITIES MEET THE NEEDS OF OUR GROWING AND DIVERSE COMMUNITY.



Attachment 3 - Community Engagement Policy 2014-18

LEVELS OF ENGAGEMENT

The International Association of Public Participation (IAP2) spectrum is a tool used by local governments to select and define the level of public participation in any community engagement program. At Yarra the spectrum (below) illustrates four main levels of engagement to inform, consult, partner and empower.

The level of engagement is determined by the goals, time frames, resources and level of influence over a project or for a decision.⁶ At Yarra the level of engagement will be clearly articulated and will remain the 'promise' to participants.

	LEVEL	OBJECTIVE	PROMISE	Some Yarra examples
PROMISED LEVEL OF ENGAGEMENT	EMPOWER	To place final decision making in the hands of the public	We will implement what you decide	<ul style="list-style-type: none"> • Election of Councillor representatives every four years • Community Grants program
	PARTNER	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution	We will look to you for direct advice and recommendations into the decisions to the maximum extent possible	<ul style="list-style-type: none"> • Municipal Strategic Statement • Community partnerships • Memorandum of Understanding • Advisory committees
	CONSULT	To obtain public feedback for analysis, alternatives, or decisions	We will keep you informed, listen to and acknowledge your concerns, and provide feedback on how public input influenced the decision	Major policies and plans such as: <ul style="list-style-type: none"> • Council Plan • Municipal Public Health and Wellbeing Plan • Annual Budget
	INFORM	Provide the public with balanced and objective information	We will keep you informed	<ul style="list-style-type: none"> • Yarra public website 'Hot Topics' • Yarra News delivered to every household

In addition to structured community engagement activities, all interactions with the community in daily work practice are seen as an opportunity to share information, knowledge and understanding with the Yarra community.

6. <http://www.iap2.org.au/resources/iap2s-public-participation-spectrum>

Attachment 3 - Community Engagement Policy 2014-18



IMPLEMENTATION

Roles and Responsibilities

The following roles and responsibilities are a discussion point for the organisation, with the intent of embedding community engagement across the organisation.

EXECUTIVE MANAGEMENT TEAM:

Leadership, quality control, commitment and collaboration

MANAGERS AND COORDINATORS:

Commitment, quality control, lead by example and support to staff

ORGANISATIONAL PERFORMANCE UNIT:

Understanding the community, strategic link to Service Planning, articulating needs of current and future communities

CONSULTATION AND RESEARCH OFFICER, COMMUNITY AND CORPORATE PLANNING:

Implementation of policy and support to organisational practice

OFFICERS (PRACTITIONERS) IN COMMUNITY ENGAGEMENT:

Commitment to plan and practice activities according to CE principles

OFFICERS WITH SPECIFIC COMMUNITY RELATIONSHIPS/PARTNERSHIPS:

Facilitation role, liaison, advice to the organisation, commitment to CE principles.

COMMUNICATIONS UNIT:

Specific role in advising on Communication planning, access to promotion/advertising, social media tools.

PROJECT MANAGEMENT AND RISK MANAGEMENT:

Incorporate community engagement planning and implications into staff processes.

Organisational Context

There are many strategic opportunities for collaboration across the organisation, based on objectives in other Council policy and strategy. To integrate actions is an effective use of organisational resources, where parallels are identified as per below:

INTERNAL COMMUNICATIONS STRATEGY AND ACTION PLAN 2014-2017:

Improving internal processes will benefit external outcomes. To enhance internal consultation practices, processes and technologies across the organisation is a key deliverable of this strategy.

ORGANISATIONAL DEVELOPMENT STRATEGY AND ACTION PLAN 2013-2016:

Investing in staff skills development, support for innovative practice and alignment with values are directly relevant to improving community engagement practice at Yarra.

ARTS AND CULTURAL STRATEGY 2011-2015:

Key initiatives relate to using an arts and cultural approach to community engagement and developing projects collaboratively.

FAMILY AND CHILDREN'S SERVICES YOUTH, MIDDLE AND EARLY YEAR'S STRATEGIES:

That children and young people have opportunities to participate in decision-making and understanding how to include the voices of children and young people are goals across the three strategies.

POSITIVE AGEING STRATEGY ACTION PLAN 2013-2016:

Fostering community engagement and participation for older residents in Yarra is a key objective of this strategy.

Attachment 3 - Community Engagement Policy 2014-18

INCLUSION FOR ALL:

ACCESS AND INCLUSION PLAN 2014-2017:

Objectives 1, 3 and 5 of this plan are particularly relevant to community engagement, in order to increase participation of people living with a disability in civic and council decision making

MULTICULTURAL PARTNERSHIPS STRATEGY 2015-2018:

This strategy outlines ways Council can engage with residents from diverse backgrounds and ensure cultural differences are not barriers to community participation and inclusion.

ABORIGINAL PARTNERSHIPS PLAN 2014-2017:

Increasing participation and connection of traditional owners of Yarra and other Indigenous Australians is a key objective of this plan. Councils Aboriginal Partnerships officer is a key link between council and community.

ECONOMIC DEVELOPMENT STRATEGY 2014-2017:

(in development) Engaging businesses and workers in council decision making is key to this strategy.

Implementation Plan

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Murell, Senior Advisor, Community
Engagement on (03) 9205 5154.

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11.8 Appointment of Councillors to Council Committees

Trim Record Number: D19/75716

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To review councillor committee appointments following the appointment of Cr Bridgid O'Brien.

Background

2. Cr O'Brien was sworn in on 8 May 2019, following the resignation of former councillor, Mike McEvoy. At his resignation, Mr McEvoy was a member of one Special Committee, a number of Advisory Committees and was appointed to two external organisations as Council's delegate (one of which was as a substitute).

3. At the Council meeting on 14 May 2019, Cr O'Brien was appointed to the Internal Development Approvals Committee and the Performance Review Subcommittee. The remaining committees and organisations directly affected by Mr McEvoy's resignation and now requiring a replacement councillor are:

Arts Advisory Committee (an Advisory Committee)

4. The role of the Arts Advisory Committee is to provide a formal mechanism for Council to consult with key stakeholders, seek specialist advice and enable community participation in arts and cultural planning and development. There are two subcommittees, the Visual Arts Panel (which provides advice on the management of the arts collection and public art) and the Room to Create Panel (which provides advice on Yarra's creative infrastructure).
5. The Arts Advisory Committee Terms of Reference requires the appointment of two Councillors, so the appointment of an additional councillor (to join Cr Bosler) is required.

Bicycle Advisory Committee (an Advisory Committee)

6. The Bicycle Advisory Committee provides the local community with an opportunity to provide regular input to Council on bicycle infrastructure and policy development in Yarra.
7. The Bicycle Advisory Committee Terms of Reference requires the appointment of one or more councillors, which is satisfied by Cr Fristacky's continuing membership. The appointment of an additional councillor is not required, but officers advise that the committee is best served if two councillors are appointed as the diversity in viewpoints add significant value, and it provides a backup in the event a councillor is unavailable.

Environment Advisory Committee (an Advisory Committee)

8. The Environment Advisory Committee is a community committee representing interests pertaining to climate change and other local environmental issues to provide advice to Council on action towards these issues by Council, including effective implementation of the Yarra Environment Strategy.
9. The Environment Advisory Committee Terms of Reference requires the appointment of one or more councillors, which is satisfied by Cr Stone's continuing membership. The appointment of an additional councillor is not required, but officers advise that the committee is best served if two councillors are present as the content area is wide and the input and advice to councillors is invaluable. Further, the committee has a Waste and Recycling Sub Committee, which Mr McEvoy served as chairperson.

Yarra Community Awards Committee (an Advisory Committee)

10. The role of the committee is to determine recipients of the Yarra Community Awards.

11. The Yarra Community Awards Committee Terms of Reference requires the appointment of three councillors, so the appointment of an additional councillor (to join Cr Bosler and Cr Nguyen) is required.

Yarra Health and Wellbeing Plan Advisory Committee (an Advisory Committee)

12. The role of the committee is to oversee the development and monitoring of the Municipal Public Health Plan.
13. The Yarra Health and Wellbeing Plan Advisory Committee Terms of Reference requires the appointment of two councillors from different wards, so the appointment of an additional councillor from either Nicholls Ward or Langridge Ward (to join Cr Nguyen) is required.

Metropolitan (Local Government) Waste Management Forum (an External Organisation)

14. The Metropolitan (Local Government) Waste Management Forum is a local government sector organisation to develop, support and promote waste reduction and recycling programs.
15. As a member, Council is required to appoint both a primary member and a substitute member to the organisation. Cr Fristacky remains the substitute member, but Mr McEvoy was the primary member, a councillor must now be appointed in that role. If Cr Fristacky is appointed as the primary member, then an additional councillor must be appointed as the substitute.

Metropolitan Transport Forum (an External Organisation)

16. The Metropolitan Transport Forum develops recommendations pertaining to transport in Melbourne, with particular emphasis on advocating for improved public transport.
17. As a member, Council is required to appoint both a primary member and a substitute member to the organisation. Cr Fristacky remains the primary member, but as Mr McEvoy was the substitute member, a councillor must now be appointed in that role.

External Consultation

18. No external consultation has been conducted in the development of this report.

Internal Consultation (One Yarra)

19. In preparing this report, the responsible staff member for each affected committee has been consulted and provided advice regarding the need (or otherwise) to appoint a councillor to the casual vacancy.

Financial Implications

20. There are no financial implications arising from this report.

Economic Implications

21. There are no economic implications arising from this report.

Sustainability Implications

22. There are no sustainability implications arising from this report.

Social Implications

23. There are no social implications arising from this report.

Human Rights Implications

24. There are no human rights implications arising from this report.

Communications with CALD Communities Implications

25. There has been no communication with culturally and linguistically communities has been undertaken in the development of this report.

Council Plan, Strategy and Policy Implications

26. The effective operation of advisory committees supports Council's processes, in providing advice and assistance in the development of the Council Plan, strategies and policies.

Legal Implications

27. The appointment of members to council committees is a matter for Council and there are no legal implications of not making an appointment or of making an appointment contrary to the individual committee terms of reference.
28. The appointment of delegates to external organisations is governed by the rules of those organisations, but in each case set out in this report, Council's interests are protected by the presence of a substitute representative, and Council is free to determine whether or not it wishes to appoint another representative.

Other Issues

29. There are no other issues arising from this report.

Options

30. As an alternative to the officer's recommendation, Council may determine to leave the casual vacancies unfilled until the scheduled Ceremonial Council Meeting on 28 November 2019. The consequence of this decision is that it increases the likelihood of meeting postponements or cancellations due to a councillor being unavailable, and places a greater obligation on those councillors in relation to the workload associated with serving a committee, including the preparation and presentation of Delegates Reports.

Conclusion

31. Officers recommend that Council review the current appointments and make additional appointments to those committees and external organisations vacated by Mr McEvoy, as well as any other changes that are deemed necessary as a result of its review.

RECOMMENDATION

1. That Council appoint the following councillors to each of the following committees for the remainder of the 2018/2019 Council year:
 - (a) Cr _____ to the Arts Advisory Committee;
 - (b) Cr _____ to the Bicycle Advisory Committee
 - (c) Cr _____ to the Environment Advisory Committee
 - (d) Cr _____ to the Yarra Community Awards Committee; and
 - (e) Cr _____ to the Yarra Health and Wellbeing Plan Advisory Committee.
2. That Council appoint the following councillors to each of the following organisations as its delegate for the remainder of the 2018/2019 Council year:
 - (a) Cr _____ to the Metropolitan (Local Government) Waste Management Forum, with Cr Fristacky as the substitute; and
 - (b) Cr Fristacky to the Metropolitan Transport Forum, with Cr _____ as the substitute.
3. That Council make any other changes to committee appointments arising from its review of committee appointments.

CONTACT OFFICER: Rhys Thomas
TITLE: Senior Governance Advisor
TEL: 9205 5302

Attachments

There are no attachments for this report.

11.9 Change to Council Meeting Schedule

Trim Record Number: D19/75687

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To move a Council meeting in June to accommodate the adoption of the Annual Budget 2019/2020.

Background

2. The process for the development of the Yarra City Council Annual Budget 2019/2020 is coming to a close, with the deadline for public submissions on 17 May 2019 and a Special Meeting convened on 4 June 2019 for submissions to be presented to the Council. Following this process, the remaining step is for Council to consider these submissions and adopt a budget for the coming financial year.
3. In order to enable sufficient time to adequately consider all the submissions made, and for officers to make any changes to the draft budget in response to these submissions, a change in the Council meeting calendar is required.
4. It is proposed that the meeting currently scheduled for 18 June 2019 be moved to 25 June 2019.

External Consultation

5. No external consultation has been conducted in developing this report.

Internal Consultation (One Yarra)

6. Discussions have been held with Council's Finance Branch and confirmed that presenting the budget for adoption on 25 June 2019 will enable more comprehensive responses to public submissions to be prepared for Council's consideration.

Financial Implications

7. There are no financial implications arising from a change in the meeting date.

Economic Implications

8. There are no economic implications arising from a change in the meeting date.

Sustainability Implications

9. There are no sustainability implications arising from a change in the meeting date.

Social Implications

10. There are no social implications arising from a change in the meeting date.

Human Rights Implications

11. There are no human rights implications arising from a change in the meeting date.

Communications with CALD Communities Implications

12. No external communication has been undertaken in developing this report.

Council Plan, Strategy and Policy Implications

13. There are no policy implications arising from a change in the meeting date.

Legal Implications

14. As the Council meeting schedule is a matter of Council resolution, a further resolution of Council is required to change the date of a meeting.

Other Issues

15. Public advertising for the Annual Budget process and the Council meeting schedule has been made in anticipation of Council's support for changing the meeting date. Should Council resolve otherwise, further public advertising would be required.

Options

16. There are no options presented in this report. The consequences of not supporting the officer's recommendation are set out under 'Other Issues' above.
17. Should Council determine not to alter the meeting date, officers would instead seek the scheduling of a Special Meeting on Tuesday 25 June 2019 to consider the adoption of the Annual Budget 2019/2020.

Conclusion

18. It is proposed that the meeting currently scheduled for 18 June 2019 be moved to 25 June 2019.

RECOMMENDATION

1. That the Ordinary Council Meeting scheduled for 18 June 2019 be rescheduled for the same time on 25 June 2019.

CONTACT OFFICER: Rhys Thomas
TITLE: Senior Governance Advisor
TEL: 9205 5302

Attachments

There are no attachments for this report.

11.10 Report on Assemblies of Councillors

Trim Record Number: D19/74138

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To provide a report on Assemblies of Councillors.

Background

2. The *Local Government Act* 1989 (The Act) requires that ... "The Chief Executive Officer must ensure that the written record of an Assembly of Councillors is, as soon as practicable:
 - (a) reported at an ordinary meeting of the Council; and
 - (b) incorporated in the minutes of that Council meeting.....".
3. This report includes all Assemblies of Councillors reported to the Governance Department at the cut-off date that have not already been reported to Council. Assemblies held prior to the cut-off date that are not included here will be included in the next report to Council.

Consultation

4. Not applicable.

Financial Implications

5. Not applicable.

Economic Implications

6. Not applicable.

Sustainability Implications

7. Not applicable.

Social Implications

8. Not applicable.

Human Rights Implications

9. Not applicable.

Communications with CALD Communities Implications

10. Not applicable.

Council Plan, Strategy and Policy Implications

11. Not applicable.

Legal Implications

12. The Act requires the above information be reported to a formal Council Meeting and also be recorded into the Minutes of the Council.

Other Issues

13. Not applicable.

Options

14. Nil.

Conclusion

15. That Council formally note and record the Assemblies of Councillors report as detailed in **Attachment 1** hereto.

RECOMMENDATION

1. That Council formally note and record the Assemblies of Councillors report as detailed in ***Attachment 1*** hereto.

CONTACT OFFICER: Mel Nikou
TITLE: Administration Officer - Governance Support
TEL: 9205 5158

Attachments

- 1 [!\[\]\(511a36c244659513b679df9c639945de_img.jpg\)](#) Assemblies Report May 2019

Attachment 1 - Assemblies Report May 2019

Record of Assemblies of Councillors

Report cut-off	17 May 2019
Council Meeting	28 May 2019

This report includes all Assemblies reported to the Governance Department at the cut-off date that have not already been reported to Council. Assemblies held prior to the cut-off date that are not included here will be included in the next report to Council.

Assembly	Attendance	Matters considered	Disclosures
Disability Advisory Committee 9 April 2019 4.30pm	Councillors <ul style="list-style-type: none"> Cr Danae Bosler Officers <ul style="list-style-type: none"> Adrian Murphy Cheryle Gray Laurice Younge Marta Rokicki Alwyn Holt 	1. Inclusive programs at Yarra Libraries 2. Advocacy and NDIS program 3. Members individual reports	Nil
Active Ageing Advisory Group Committee 10 April 2019 1.00pm	Councillors <ul style="list-style-type: none"> Cr Amanda Stone Officers <ul style="list-style-type: none"> Adrian Murphy Fran Moloney Cheryle Gray Lauren Brooker Julie Bird 	1. Members report on engagement over the last few months 2. Guest Speaker: Tender Loving Care Clifton View – introduction to living in the centre 3. Review of current Council Strategies in review 4. Update on National Reforms	Nil

Attachment 1 - Assemblies Report May 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 15 April 2019 6.30pm	Councillors <ul style="list-style-type: none"> • Cr Danae Bosler • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr James Searle • Cr Amanda Stone Officers <ul style="list-style-type: none"> • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Diarmuid McAlary • Chris Leivers • Lucas Gosling • Gracie Karabinis • Jessica Matrakis • Frances Nolan • Sarah Young • Brooke Colbert • Adrian Murphy • Malcom Foard • David Walmsley • Simon Exon • Julian Wearne • Michael Ballock 	<ol style="list-style-type: none"> 1. Community Engagement Policy Refresh 2. Draft Communications Strategy for 2019-2021 3. Community Transport – Social Support Group Activity 4. Linkages Case Management Services 5. Regional Assessment Program Aged and Disability Services 6. Children's Services Priority of Access Policy Review 7. YCC Urban Forest Strategy – Update 8. Living Melbourne : Our Metropolitan Urban Forest 9. Route 96 Upgrades – Stops 16-22 10. North East Link – Submission regarding Environmental Effects Statement 11. Yarra Planning Scheme Amendment C238 Yarra DCP Panel Report 12. Budget Discussion 13. Medically Supervised Injection Facility Update 14. Cubbies Update 15. 626 Heidelberg Road , Alphington - Planning Application 16. Review of Forward Report 17. Agenda Review 	Nil
Bicycle Advisory Committee 17 April 2019 6.30pm	Councillors <ul style="list-style-type: none"> • Cr Jackie Fristacky • Cr James Searle Officers <ul style="list-style-type: none"> • Simon Exon • Peter Eckersley 	<ol style="list-style-type: none"> 1. Wellington Street Stage 2 2. North East Link 3. BAC terms of reference 4. Rathdowne Street 5. Rushall Reserve 6. Council Budget 7. Mandatory Helmet Laws 8. Active Transport Committee proposal 9. Cycling in Melba Ward 	Nil

Attachment 1 - Assemblies Report May 2019

Assembly	Attendance	Matters considered	Disclosures
Councillors Briefing 29 April 2019 5.00pm	Councillors <ul style="list-style-type: none"> • Cr Danae Bosler • Cr Mi-Lin Chen Yi Mei • Cr Misha Coleman • Cr Jackie Fristacky • Cr Daniel Nguyen • Cr Amanda Stone Officers <ul style="list-style-type: none"> • Vijaya Vaidyanath • Ivan Gilbert • Bruce Phillips • Diarmuid McAlary • Chris Leivers • Lucas Gosling • Gracie Karabinis • Malcolm McCall • Damien Patterson • Bill Graham 	1. AMCOR site update 2. Yarra River Strategic Plan 3. 2019 Annual Customer Satisfaction Survey Results 4. Trial of variable pricing for parking on Bridge Road 5. Proposed discontinuance and sale of the road abutting 359 and 361 Pigdon Street, Princes Hill 6. Amendment C220 – Johnston Street Local Area Plan – Panel Report 7. Review Forward Report Schedule 8. Agenda Review 9. Confidential Matter 10. Route 96	Nil
Early Years Reference Group 30 April 2019 11.00am	Councillors <ul style="list-style-type: none"> • Cr Amanda Stone Officers <ul style="list-style-type: none"> • Deanne Halpin • Robert Stevens • Janet Keily • Malcolm Foard • Jessica Wardlaw 	1. Innovative Solutions 2. Members to discuss highlights and challenges in services 3. Priority of Access Update 4. DET update on 3 year old Kinder 5. COY 0-25 Strategies	Nil

Attachment 1 - Assemblies Report May 2019

Assembly	Attendance	Matters considered	Disclosures
Yarra Multicultural Advisory Group 7 May 2019 9.30am	Councillors <ul style="list-style-type: none"> • Cr Mi-Lin Chen Yi Mei Officers <ul style="list-style-type: none"> • Cristina Del Frate • Kathy Vrettas • Megan Ingle 	1. Review of the YMAG format 2. Refugee week event 3. Library News	Nil
Councillors Briefing 13 May 2019 6.30pm	Councillors <ul style="list-style-type: none"> • Cr Danae Bosler • Cr Jackie Fristacky • Cr O'Brien • Cr Amanda Stone Officers <ul style="list-style-type: none"> • Vijaya Vaidyanath • Ivan Gilbert • Mary Osman • Diarmuid McAlary • Chris Leivers • Lucas Gosling • Gracie Karabinis • David Walmsley • Mark Montague • Simon Exon • Sara Jaggard • Siu Chan 	1. Confidential Matter 2. Yarra Trams MOU 3. Finance Report – March 4. Draft Yarra Volunteer Strategy 2019-2023 5. Amendment C231 Queens Parade 6. Michael Hutchence Statue 7. Review Forward Report 8. Agenda Review	Nil

12.1 Notice of Motion No 8 of 2019 - Reiterating Council and Community Opposition to the East West Link Proposal

Trim Record Number: D19/86450

Responsible Officer: Group Manager Chief Executive's Office

I, Councillor Amanda Stone, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 28 May 2019:

"That Yarra City Council:

- (a) restate its opposition to the construction of an East West Link from the Eastern Freeway to City Link and urges the Victoria State Government to maintain its commitment to not building this piece of infrastructure, which has not demonstrated net community benefit nor is it economically sound; and*
- (b) commit to support its community in opposing any move by a State or Federal Government to construct the East West Link given its damaging impacts on our City."*

Background

The recently elected Federal Government has proposed partially funding the construction of an East West Link, connecting the Eastern Freeway with City Link. They have done this despite:

- (a) A previous proposal under the Napthine State Government generating widespread community opposition and being abandoned by the current State Government upon its election in 2014;
- (b) The State Opposition committing again to building it before being resoundingly defeated in the 2018 state election; and
- (c) The business case for the East West Link demonstrating a poor return on investment.

In summary, there has been no political mandate for this project in Victoria, it does not "stack up" economically and the current State Government has ruled out constructing it.

Yarra City Council has consistently opposed this project since it was first touted in the 2008 Eddington Report, on numerous grounds.

It would:

- (a) have a negative impact on public health and amenity in the City of Yarra due to increased traffic flow;
- (b) require the acquisition of a large number of properties, including homes of many long-term residents;
- (c) limit the ability to construct a future rail to Doncaster; and
- (d) result in induced traffic and not solve traffic congestion in the long term with questionable traffic modelling.

The net community benefit could not be demonstrated. It is poor transport policy.

These conditions have not changed and the detrimental effects of such a project on residents and businesses in the City of Yarra remains.

RECOMMENDATION

1. That Yarra City Council:
 - (a) restate its opposition to the construction of an East West Link from the Eastern Freeway to City Link and urges the Victoria State Government to maintain its commitment to not building this piece of infrastructure, which has not demonstrated net community benefit nor is it economically sound; and
 - (b) commit to support its community in opposing any move by a State or Federal Government to construct the East West Link given its damaging impacts on our City.

Attachments

There are no attachments for this report.