



Council Meeting Agenda

**to be held on Tuesday 15 September 2020 at 7.00pm
MS Teams**

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In order to ensure the health and safety of Councillors, staff and the community, Council meetings held during the Victorian State of Emergency are closed to the public. This is in accordance with advice provided by the State Government.

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Making a submission

If you have participated in consultation about a matter before this meeting, you do not need to submit your feedback again. However, if you would like to ask a question about something that is not on the agenda, or make a brief submission about something that is listed, you can join the meeting online using the Microsoft Teams platform.

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Order of business

- 1. Statement of recognition of Wurundjeri Woi-wurrung 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. Delegates' reports**
- 9. General business**
- 10. Questions without notice**
- 11. Council business reports**
- 12. Notices of motion**
- 13. Urgent business**

1. Acknowledgment of Country

“Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future.”

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Misha Coleman (Mayor)
- Cr Mi-Lin Chen Yi Mei (Deputy Mayor)
- Cr Danae Bosler
- 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)
- Brooke Colbert (Group Manager Advocacy, Engagement and Communications)
- Ivan Gilbert (Group Manager Chief Executive’s Office)
- Lucas Gosling (Director Community Wellbeing)
- Gracie Karabinis (Group Manager People and Culture)
- Chris Leivers (Director City Works and Assets)
- Diarmuid McAlary (Director Corporate, Business and Finance)
- Bruce Phillips (Director Planning and Place Making)
- Rhys Thomas (Senior Governance Advisor)
- Mel Nikou (Governance Officer)

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

4. Confidential business reports

Item

4.1 **Chief Executive Officer – Determination on Performance Review and KPI matters**

This item is to be considered in closed session to allow consideration of personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

These grounds are applicable because the report contains private information about the personal affairs of an individual.

4.2 **C1534 - Tender for Jack Dyer Pavilion redevelopment**

This item is to be considered in closed session to allow consideration of private commercial information, being information provided by a business, commercial or financial undertaking that relates to trade secrets or if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

These grounds are applicable because the report contains information submitted on a commercial in confidence basis by private businesses as part of a competitive procurement process.

Confidential business reports

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

RECOMMENDATION

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

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Council Meeting held on Tuesday 18 August 2020 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

To register to ask a question at this meeting and receive instructions on how to participate, please register by following the link to this meeting from www.yarracity.vic.gov.au/meetings. Your registration must be lodged by 10.00am on the day of the meeting.

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.

Public submissions procedure

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.

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

8. Delegate's reports

9. General business

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Elizabeth Street bicycle lane	8	26	Simon Exon – Unit Manager Strategic Transport
11.2	Park Street Bicycle Projects	87	94	Simon Exon – Unit Manager Strategic Transport
11.3	Community Engagement Policy and Action Plan	114	116	Brooke Colbert – Group Manager Advocacy and Engagement
11.4	Amendment C223 - 81-95 Burnley Street and 26 Doonside Street Planning Controls - Adoption	142	157	Fiona van der Hoeven – Assistant Manager City Strategy
11.5	Amendment C286 Public Open Space Contributions	297	306	Michael Ballock - Executive Planner
11.6	Yarra Nature Strategy 2020-2024; Final Strategy for consideration and adoption	313	322	Craig Lupton – Senior Biodiversity Officer
11.7	Yarra's Integrated Water Management Plan	438	444	Fadi Fakhoury – Principal Infrastructure Engineer
11.8	2019/20 Annual Financial Statements, Performance Statement, and LGPRF Reports adoption 'in principle'.	489	492	Mark Montague – Chief Financial Officer
11.9	2019/20 Annual Plan Quarterly Progress Report - June	575	579	Julie Wyndham – Manager Corporate Planning and Performance

12. Notices of motion

Item		Page	Rec. Page	Report Presenter
12.1	Notice of Rescission 1 of 2020 - Investing in the post-COVID recovery	620	621	Cr Stephen Jolly
12.2	Notice of Motion No. 15 of 2020 - Gleadell Street Market	623	624	Cr James Searle
12.3	Notice of Motion No. 16 of 2020 - Council Resolution Summary	625	625	Cr Bridgid O'Brien
12.4	Notice of Motion No. 17 of 2020 - Transparency of Council Committees	626	627	Cr Bridgid O'Brien

13. Urgent business

Nil

11.1 Elizabeth Street bicycle lane

Executive Summary

Purpose

To provide an update to Councillors on community feedback to date regarding the separated bike lane trial and to provide comments for Council consideration.

Key Issues

Separated bike lanes as a 12 month trial were introduced into Elizabeth Street in July this year following a Council decision in December 2019.

The Council resolution authorised the trial to run for a 12 month trial period; with a Council report to follow on next steps within 6 months of its conclusion.

The installation of the protected bike lanes are intended to make cycling through this street safer and also cater for the expected significant increase of cycling along this strategic bike route into the future (similar to in Wellington Street, Collingwood).

Notifications were provided to the community in June of the pending works to implement the separated bike lane trial.

The separated bicycle lane trial has led to a 'reallocation of road pavement space' between the kerbs of the road; and with the limited amount of road width, and the appropriate bike lane widths and buffers, has required the removal of car parking on the north side of the street.

The local community have raised significant concerns with this loss of parking, and have submitted a petition and comments to Council expressing these views.

Reallocation of road pavement usage is most often very sensitive in the local community, with various divergent views amongst individuals and groups about the outcome that Council should be seeking to achieve and why.

The 12 month trial, as endorsed by Council, has been in situ for approx. two months. For the majority of this time, Melbourne has been in a stage 4 COVID lockdown which, has impacted people in many ways including how they live and travel, and expect to travel as restrictions begin to relax.

For people living or working in and visiting Elizabeth Street and who require car parking, the feedback to date is primarily that all (or the vast majority) of parking currently removed on its northern side, should be reinstated.

There has been a petition lodged with Council, submissions via spokespersons regarding concerns and also, conversations and comments lodged with suggestions of alternate layouts that would enable the parking on the north side of the street to be returned.

These views are acknowledged, and also the sentiments that the parking removal has caused people to need to (often) walk further to and from their cars parked in the local street(s) and also the stated community safety and wellbeing aspects causing concerns and anxiety.

The report outlines these concerns and provides the commentary from the local community in the attachments.

It is noted that the need to remove this car parking, in order to deliver protected bike lanes of an appropriate design, was first stated in the Council endorsed 2010 Bike Strategy and again referenced in the 2015 Refresh.

Some other feedback to Council has been positive, particularly amongst those that cycle, although most of those persons would not live on Elizabeth Street, and many may not live in the municipality.

Cyclists using Elizabeth Street, and people looking to park on Elizabeth Street, both seek access to the same finite amount of space (that is, the roadway space between the two kerbs).-In this regard, the report provides an outline of the guidelines for the widths of bike lanes, buffers, carparking lanes and carriageway lanes.

A central aspect for consideration of the matters at hand is the both the relevant current guidelines for minimum widths of protected cycling lanes, and the associated buffer lanes, and also the ideal widths from best practice and also from the emerging cycling guidelines from the State.

Attachment 5 to the report has a table that provides an outline of various scenarios of this *road space allocation* compared to the actual width of the road pavement from kerb to kerb.

A level of community engagement has occurred over the past month primarily with local residents in order to better understand concerns and enable assessment of requests and suggestions for changes to the design of the road layout. Officers have 'met' (remotely) with residents on a number of occasions to discuss various aspects and also provide further information. The dialogue has been important and useful.

A number of *minor* type changes have already been made, in response to community feedback and more are actively being considered by officers.

Any changes to the design that are a *fundamental* departure from that approved by Council in December 2019 require consideration of the full Council. That is, a Council decision would be required for any fundamental changes. This has been made clear to the spokespersons from the local community.

Financial Implications

The trial has been installed with budget allocation from the 19/20 budget.

Minor changes are being arranged within current budget. Any fundamental changes to the current layout would involve Council expenses.

As information only, fundamental changes to the currently implemented trial design would cost in the order approximately \$70 K. This would primarily involve changes to the majority of / all of, the line marking and potentially, changes to bollard placement amongst other things. This would also include material, labour and traffic management arrangements.

PROPOSAL

That Council note the officers report, the outline of the community comments, the Attachments to the report and the various recommendations at the end of this report.

11.1 Elizabeth Street bicycle lane

Reference: D20/140119

Authoriser: Director Planning and Place Making

Purpose

1. To provide:
 - (a) an update to Councillors on community feedback to date on the separated bike lane trial; and
 - (b) comments thereon,
 for Council consideration.

Background

Strategic intent

2. The trial was installed in July 2020 following a Council resolution in December 2019. Council resolved to deliver the project, as a 12 month trial. It was envisaged to be commenced in April 2020, but this was delayed due to practical matters associated with COVID 19 at that time.
3. That decision follows the Council commitment to delivering protected bike lanes on Elizabeth Street in the Council endorsed Bike Strategy Refresh 2016; this project was originally scheduled for delivery by 2015 in the 2010-2015 Bike Strategy.
4. These documents acknowledged that delivering a protected facility would require the removal of car parking on the northern side of the street due to the width of the road pavement.
5. The Climate Emergency Plan 2020 also makes specific reference to the Elizabeth Street bike lane upgrades. Trials were also endorsed in this plan as a means of advancing aspects of environmental outcomes specified in an appropriate time frame.
6. Council provided notifications to the local community in early June about the pending project (see further commentary in para 73-77).
7. Elizabeth Street is an important local east/west road and, importantly, also a key State defined Strategic Cycling Corridor.
8. The primary objective of this project is to provide a better, safer and more attractive facility for cyclists on this street which aligns with broader objectives and targets as set out in various Council policies; which principally seek to increase the amount of cycling in Yarra as a percentage of all trips. This includes providing facilities that encourage more children, woman and those over 40 years of age to cycle as the potential for increased cycling amongst this demographic is high.
9. Over the last ten years the amount of cycling as a proportion of all trips in Yarra has plateaued. If this is to actually increase as desired by Council in its adopted documents, then more people need to feel genuinely safe when on a bicycle, by providing physical separation from the numerous risks and hazards posed by motorised traffic.
10. It is commonly known that the actual and perceived risks associated with car dooring and close passing traffic are some of the biggest concerns for existing and potential cyclists. Data from the City of Melbourne suggests that bike riders feel 83 per cent safer in protected cycling lanes.

11. It is noted that a central matter for consideration is the particular *road space allocation* aspects (lanes) that make up the cumulative dimensions, compared to the actual road width (kerb to kerb). Attachment 5 provides a breakdown of those scenarios for better assistance to the reader.

Council resolution

12. The December 2019 resolution was as follows:

1. *'That Council:*

- (a) *note the officer report regarding the proposed Elizabeth Street protected bike lane project;*
- (b) *note the alignment of this project with the Council adopted Bike Strategy Refresh and the Urban Forest Strategy;*
- (c) *note that improved cycling lanes on Elizabeth Street also enhances safety on a regional cycling route;*
- (d) *note that in order to provide this protected lane, some kerbside carparking is required to enable the reallocation of road space;*
- (e) *note the Council budget (19/20) allocates \$400K for the implementation of protected bike lanes in Elizabeth Street from Hoddle to Church Streets; and*
- (f) *note that the preferred design option for the protected bike lanes are ones that are of sufficient width to provide the safety and comfort of cycling.*

2. *That in the context of the above, Council:*

- (a) *endorse a 12 month 'iterative trial' to deliver protected bike lanes on Elizabeth Street as part of a regional cycling route in a timely manner;*
- (b) *endorse the installation of:*
 - (i) *Trial design option C for the western section (Little Hoddle Street to Lennox Street); and*
 - (ii) *Trial design option A for the eastern section (Lennox Street to Church Street)*

as outlined in the cross sections of those trial designs in the report;

- (c) *require all car parking spaces to have a car dooring buffer zone for safety of cyclists;*
- (d) *instruct officers to now commence with the production of detailed design drawings and other procurement related work in order to initiate the trial;*
- (e) *note that works would commence as soon as possible to deliver the trial;*
- (f) *note the construction timeframe of approximately four weeks to deliver the trial once commenced;*
- (g) *note that officers will provide further details of expected timeframes for the installation of the trial as information to Councillors;*
- (h) *authorise officers to commence notification to abutting property owners and occupiers as part of the development of the detailed design outlining the purpose of the 12 month trial and the key components for community understanding; and*
- (i) *note the installed trial design option would remain in situ between the conclusion of the trial at 12 months and the production of a report to Council detailing the performance of the trial as soon as is practicable following the 12 months trial, but within 6 months.*

3. *That officers arrange for data collection during the 12 month trial in order to enable evaluation of the trial.*

4. *That Council authorise the Director, Planning and Place Making to instruct staff to make any necessary adjustments to the trial layout during the period of the trial and until Council forms an opinion on its future.*
5. *That Council further note that if the 12 month trial is deemed to be successful by Council, following a report by officers, that progression will then occur by officers for a permanent solution (with or without changes as determined by the full Council)'.*
13. Pictures showing what has been installed are provided at attachment 1. In summary, these pictures show:
 - (a) protected bike lanes separated from car doors and passing traffic;
 - (b) slightly narrowed traffic lanes, and
 - (c) bollards and buffer zones; with space on the northern side (buffer area) for potential street trees in any permanent design solution.
14. The trial methodology, as detailed in the December 2019 Council report, emphasises on going data collection and engagement with the community to assess how it is performing with 'necessary adjustments' (that is, minor changes or 'tweaks') made, where appropriate, in response to feedback.

Community Feedback to Date

15. To date, feedback has been received from over 230 members of the community with the trial having been in operation for approximately 8 weeks. This feedback encompasses a diverse range of views on multiple aspects of the project, including the trial delivery approach, design decisions and various concerns.
16. Some of the feedback has been very negative, some very positive, with a range of other opinions expressed - offering varying degrees of opposition and support. It is worth noting there has been some strong and consistent advocacy from a number of local community members, expressing safety concerns as a result of the current design and due to the removal of car parking to accommodate the separated bike lane.
17. The most commonly requested changes to the trial, are summarised as follows:
 - (a) parking on the northern side of the street should be returned so it is easier to find a parking space and allow people to park closer to their home / work;
 - (b) concerns about personal safety and security relating to actual and perceived issues in this area were specified as a key reason for people requiring parking very close by to their home / work. These broader concerns are quite complex; some commentary on these aspects are provided at attachment 2;
 - (c) traffic lanes to be widened so there is more space for emergency vehicles;
 - (d) parking lanes to be widened so it easier for people getting in and out of cars;
 - (e) more loading/taxi/uber/disabled permit bays;
 - (f) parking restrictions to a significant number of bays near Hoddle Street to be changed to support visitor parking in the evening (a business request);
 - (g) parking restrictions to be changed and/or parking supply increased to support businesses generally during the day, including medical practices and places of worship;
 - (h) the bollards are too garish and create too much visual clutter;
 - (i) sightlines for vehicles turning from some side streets are not satisfactory;
 - (j) it is now more difficult to cross Elizabeth Street as a pedestrian;
 - (k) gaps are required to allow cyclists to turn right into side streets; and
 - (l) concerns over the difficulty of getting goods delivered to properties on the northern side of the street (e.g. building materials and skips).

18. Where appropriate, adjustments to the design have been made in response to this feedback - more detailed commentary on this is provided later in this report.
19. A local resident petition containing some 75 signatures was submitted to Council on 21 July which focused primarily on objections to the removal of car parking on the northern side of the street. Attachment 3 contains all correspondence as supplied to Council to date on this project.
20. Other feedback received supporting the trial, and not requesting changes is summarised as follows:
 - (a) the bike lanes are a major upgrade;
 - (b) people feel safe using the bike lanes as they are away from car doors and passing traffic;
 - (c) the bike lanes are wide enough for a comfortable journey while allowing overtaking and parents to ride side-by-side with children;
 - (d) support for narrower motor vehicle traffic lanes which encourage vehicles to drive more slowly;
 - (e) support for the trial approach generally and praise for Council getting infrastructure delivered that the wider community wants; and
 - (f) support for Council implementing adopted policy.
21. A number of community members do not agree with the iterative trial delivery method and are of the view that it is not an adequate consultative process like an extensive pre-delivery community consultation.

Officer comment

22. This project has necessitated road space reallocation and a diverse range of views is expected with any project that reduces the space provided for vehicles and reallocates it to active transport modes, bus lanes, place making or other things. This is particularly the case with any project that requires the removal of on-street carparking, as it is well understood, that parking is a very sensitive topic on the vast majority of streets in Yarra.
23. It is noted that extensive parking surveys of nearly 450 on-street parking spaces on Elizabeth Street and surrounding streets were undertaken in February 2020.
24. Off-street carparking spaces in the public housing blocks were also counted. In total 2,506 parking spaces were counted in the locality over the course of a Tuesday, Thursday and Saturday (pre COVID 19 restriction time). The survey data at that stage showed that on average, the number of existing vacant on-street carparks in the local area, was Tuesday 118, Thursday 67, Saturday 147.
25. As said, the trial has resulted in parking being removed from Elizabeth Street - this was necessary in order to deliver protected bike lanes due to the road pavement width (kerb to kerb dimension) and what can be achieved within that finite space.
26. The safety concerns raised by the community associated with walking the distance to a car are acknowledged; this is a matter that needs to be considered in the context of, a number of aspects.
27. The 'pilot and trial' methodology is focused on collecting significant amounts of data whilst the project is in a trial situation, in order to understand how it is performing and what the community comments are for careful analysis and consideration.
28. Update reports to Councillors and Executive are scheduled every three months.
29. It is noted that COVID 19 has impacted this project in multiple ways and lockdowns have meant that people are at home far more and are not cycling or driving to work and doing other things as they would normally in the recent past or what they will do in the future 'new normal'.

30. The trial was installed two months ago and is still in a bedding down phase, along with extensive data collection that is yet to be completed (but scheduled). The value of any specific data collection exercise at the present time would offer limited value as the current situation is unique and very dynamic with an unprecedented number of unknowns due to COVID lockdowns.

The trial methodology:

31. The Council resolution (December 2019) endorsed this iterative trial approach and provided the authority for senior officers to make minor changes ('tweaks') to the design in response to community feedback as part of the trial methodology.
32. The intent was to enable changes that are not a fundamental design departure to the extent that the project no longer aligns with its original intent as considered and approved by Council. In some cases a tweak change can be made immediately (e.g. additional signage); in other cases further consultation and other work is required to support the minor change as per Council due process (e.g. installing a loading bay outside a property).
33. If a fundamental design departure is requested by anyone (community member, Councillor or another party etc), then due process means that a Council resolution would be required given that these would change the original intent as considered and approved by Council.
34. In some cases other changes suggested by the community are not a fundamental design departure, but a 'significant operational change' that may be contentious as they involve changes that may impact on others. An example of this would be (say) changing 20 parking bays from a 'permit only' restriction to 2P restriction. This change may be deemed appropriate by officers and/or others, but is a decision that requires due process consistent with Council agreed practices and protocols.
35. Officers have had a number of meetings with individuals, spokespersons and groups to discuss the project in terms of:
- (a) issues raised and possible solutions identified by the community and the extent to which they effectively respond to the stated issues;
 - (b) the 'pilot and trial' approach, including the timing and level of consultation;
 - (c) requests to change what has been delivered;
 - (d) design choices and the justification for these;
 - (e) the potential to make minor adjustments, and fundamental changes, in response to feedback, and
 - (f) the process associated with changes depending on what they are.

Making minor adjustment type changes in response to Community Feedback

36. Minor type changes can occur at the discretion of senior officers as set out in the December 2019 Council resolution, and include the following types of adjustments (as examples):
- (a) additional green paint on the road surface;
 - (b) minor changes to parking restrictions at a small number of bays on a small number of streets;
 - (c) more signage;
 - (d) removing a bollard if it blocks a sightline;
 - (e) improvements to lighting; and
 - (f) additional bollards to stop people parking in the bike lane.

37. These types of changes align with the underlying flexible 'implement and adapt' philosophy at the centre of the trial delivery approach. Eight minor (tweak) type changes to date have been made to Elizabeth Street following consideration of community feedback. A further nine potential tweaks are actively being considered by officers at the time of writing this report. Further details of these are provided at attachment 4.

Making Fundamental Changes to the Design in Response to Community Feedback

38. Fundamental design changes requiring a Council resolution would include changes such as:
- (a) the width of the bike lane;
 - (b) the width and/or design of the 'car dooring buffer zone' (changing level of separation);
 - (c) the location of the bike lane relative to parked cars and traffic (changing level of separation);
 - (d) the width of traffic lanes;
 - (e) on street parking supply (removing additional parking as distinct from the occasional space);
 - (f) parking management over a large area (e.g. reallocating say 20 bays from permit to 2P);
 - (g) trees (significant tree removal as a direct result of the trial); and
 - (h) traffic access and movement (e.g. road closures, new one-way street operations and turn bans).

Central Themes in Community Feedback Requesting Change and Options that Respond to This

39. To date, various requests have been made by community members to change the design of the trial and officers have listened, had dialogue and made some changes where this appropriate.
40. The underlying request for a design change amongst some in the community, particularly residents/business owners who park on Elizabeth Street or visitors wishing to park on this street is that:
- (a) all (or the vast majority) of the parking removed on the northern side of the street, to deliver the protected bike lanes, be reinstated so that parking is provided down both sides of the street.
41. The view amongst some in the community is that parking can be put back on the northern side of the street, via one or a combination of the following changes to the design:
- (a) reduce the width of protected bike lanes and / or the car dooring buffers;
 - (b) remove the protected bike lanes and have car parking back next to the kerb, or
 - (c) remove the existing lanes and install a bidirectional bike lane (suggesting that these are more space efficient).
42. In officers opinion, these changes do not align with the strategic objectives of this project and would be a fundamental departure for the design as endorsed by Council.
43. All 3 suggestions above, by some community members, would require a decision of the Council as a matter of public policy.
44. In particular, there has been a significant amount of community commentary on the width of the protected bike lanes and that narrowing them would allow more car parking to be provided.
45. These bike lanes currently have a width of 2.1 and 2.3 meters with a buffer of 0.6m and have been designed like this for the following reasons:

- (a) they respond to significant negative feedback from cyclist users that early separated bike lanes in Yarra and Melbourne are too narrow (especially Wellington Street, Collingwood - Stage 1; and in the Melbourne City area of La Trobe Street and the Albert Street protected bike lanes);
- (b) they respond to positive feedback that the bike lanes delivered for Wellington Street Stage 2 are safe and comfortable to ride in (they have a width of 2.4m);
- (c) they allow cyclists to ride comfortably side-by-side and allow for overtaking or a parent to cycle alongside a child going to school etc;
- (d) they allow cyclists to avoid any hazards in the bike, e.g. glass, wet drain covers, people standing in or crossing the bike lane, the cyclists in front suddenly stopping (say due to a puncture etc);
- (e) they give people accessing car parking more space when loading children or goods into vehicles;
- (f) they significantly increase the capacity of the bike lanes and make them far more future proof;
- (g) they comply with existing cycle lane design guidelines and also reflect current Australian and international best practice, and
- (h) the design philosophy aligns with Council sustainable transport objectives and is mostly compliant with the very latest State Government guidelines which are due for adoption by the State very soon.

Overview of various options

46. Following liaison with community members, 5 options have been assessed by officers for completeness; with options 2, 2b and 3 being generally as suggested by the community members;

Options
<ul style="list-style-type: none"> Option 1 - Retain the current design, allowing for minor tweaks and refinements as originally proposed;
<ul style="list-style-type: none"> Option 2 - Narrow the separated bike lanes/buffer zone on both sides of the road to reinstall car parking on the northern side;
<ul style="list-style-type: none"> Option 2b - Narrow the separated bike lanes/buffer zone further to reinstall parking lanes on both sides of the road and provide more space for people to get in and out of cars. This option aligns most with the views of residents and visitors who park cars on this street and have contacted Council following implementation of the trial;
<ul style="list-style-type: none"> Option 3 - Leave the westbound lane as is and return the eastbound lane to the previous layout. That is, return the car parking on the north side of the street and put the bike lane back between passing cars and parked cars. Under this option, the painted bike lane would be slightly narrower than the painted bike lanes pre-trial due to offsets associated with protected westbound bike lanes;
<ul style="list-style-type: none"> Option 4 - Return Elizabeth Street to the pre-trial design. That is, unprotected bike lanes with all car parking returned.

Other options

47. Bi-directional bike lanes options, as suggested by some in the community, have not been assessed in detail as this option would generate a large number of practical design, road safety and user interface issues and is deemed impractical in this location. That is, at either end of Elizabeth Street accessing the lanes would be cumbersome and not effective.
48. Assessing options for transport planning projects is often about finding a manageable balance amongst various elements - it is also acknowledged that there will always be differing views about what is a good or poor outcome and these will vary depending on how an individual is impacted.
49. Unfortunately, it is difficult with projects like the Elizabeth Street bike lane upgrades, which require *road space reallocation*, that all members of the community will agree with each and every aspect.
50. On this basis, it is considered that the discussion on possible options needs to focus on:
 - (a) priorities of the Council;
 - (b) the potential for compromise;
 - (c) the extent to which any compromise aligns with, or undermines, strategic project objectives, and
 - (d) other aspects, noting safety, community wellbeing and risk are critical elements of any assessment.

Guidelines for bike lane and buffer widths

51. A number of existing adopted national and state cycle design guidelines, as well as draft guidelines that are anticipated to be adopted in the near future, (and thereby reflect current best practice), have been considered by officers to assess each of these possible options in terms of level of compliance.
52. The State Government indicate that these guidelines are to be used to inform decision making with an emphasis on the discretion of the project manager (in this case YCC) to consider practical place specific factors impacting design options.
53. It is noted that there are different guidelines saying slightly different things – this creates some complexity and also make it difficult to communicate these guidelines with a non-technical audience.
54. It is also noted that new 2020 State guidelines are about to be introduced which build on lessons learnt from the existing State 2016 guidelines. These are more closely aligned with the emerging State strategic narrative that cycling is a priority mode of transport that needs to be actively encouraged when designing infrastructure.
55. To this end, it is important to note that any bike lane being compliant with a 2016 standard is not necessarily a facility that will encourage more people to cycle. There are examples of bike facilities across Melbourne that were compliant with a standard when introduced, but are not well used as cyclists don't feel safe when using them - this is evident when looking at BikeSpot consultation maps (<https://www.bikespot.org/>) and other data.
56. It is noted that guidelines do not need to be strictly adhered to, however, if Council installs a facility that does not comply with guidelines then this can present a risk. For example, if a cyclist was 'car doored' and/or seriously injured on a recently installed bike lane that, for one reason or another, did not meet a minimum standard, then Council could be found to be liable. In such an instance, Council would have to successfully demonstrate to a third party that the design decisions it had taken were appropriate in the circumstances.
57. The existing 2016 standard states that protected bike lanes have a minimum width of 1.8m plus a minimum buffer width (for car doors) of 0.6m.
58. It is understood that the emerging 2020 State Cycling Guide, will state a minimum width of 2.0m for a separated bike lane plus a minimum buffer width of 0.8m.

59. The road width of Elizabeth Street varies slightly (between 14.1m and 14.8m) depending on which sector of the street.

Comparisons of separated bike lanes with Wellington Street, Collingwood

60. It is instructive to provide a benchmark to the recently installed separated bike lanes in Wellington Street as part of the commentary in this matter.

Bike Lane Widths

Segment	Actual separated bike lane width	
	<u>North bound</u>	<u>South bound</u>
Wellington St, Stage 1	2.0 m	2.0 m
Wellington St, Stage 2	2.4 m	2.4 m
	<u>West bound</u>	<u>East bound</u>
Elizabeth St, Little Hoddle to Lennox	2.1 m	2.2 m
Elizabeth St, Lennox to Church	2.3 m	2.3 m

61. The road pavement (kerb to kerb) is a fixed dimension and all 'movement' components, and related spaces, simply need to fit within this width. In this regard, it is the sum of the 'various lanes' compared to the kerb to kerb dimension as to what can 'physically fit' within this dimension.
62. In simple terms, if certain lane widths are summed, based on appropriate guidelines, then it depends whether or not sufficient space exists for returning the carparking on the north side of the street.
63. Analysis in this regard, has been undertaken against the guidelines both existing, and those of best practice and likely to be endorsed shortly by the Department of Transport.

Note: Attachment 5 provides further detail of the bike infrastructure design guidelines that have been considered and how the various options align with these using a 'traffic light' assessment for a visual representation (that is, green, amber and red colours).

64. A summary of the assessment in regards to the options outlined above is provided below:

Option No.		Bike Lane Compliance with:	
	Description	Existing 2016 Guidelines	Emerging 2020 Guidelines
1	Existing trial layout. <i>Minimum bike lane width: 2.1m</i> <i>Minimum buffer width: 0.6m</i>	Fully compliant (in some sections with absolute minimums)	Mostly compliant
2	Narrow the separated bike lanes on both sides of the road and provide car parking on both sides. <i>Minimum bike lane width: 1.4m</i> <i>Minimum buffer width: 0.5m</i>	Non complaint	Significantly non-compliant
2b	Narrow the separated bike lanes further than option 2 on both sides of the road, and provide car parking on both sides, with more space for people to get in and out of cars.	Significantly non-compliant	Significantly non-compliant

	<i>Minimum bike lane width: 1.2m</i> <i>Minimum buffer width: 0.5m</i>		
3	Protected bike lane westbound (as per existing trial), revert east bound bike lane to pre-trial with no protection and reinstatement of parking. <i>Minimum bike lane width: 1.5m</i> <i>Minimum buffer width: 0.6m</i>	Westbound: fully compliant Eastbound: 'not advised' in guidance	Westbound: mostly compliant Eastbound: not compliant
4	Return Elizabeth St to unprotected bikes lanes as per pre-trial. <i>Minimum bike lane width: 1.8m</i> <i>Minimum buffer width: n/a</i> <i>NB: a buffer can only be provided by narrowing the bike lane further (e.g. 1.2m lane and 0.6m buffer).</i>	An outcome stated as 'not advised' in guidance	Significantly non-compliant

65. From the table above, the following observations are made:

- (a) it is not possible to reinstate parking on both sides of the road and have a protected bike lane that is compliant with existing, or the draft 2020 State bike lane design guidelines;
- (b) once the new 2020 guidelines are formally introduced by DoT, the disparity between the standard and what has been recently delivered by Council will increase further;
- (c) having protected bike lanes down one side of the street, and unprotected down the other (one suggestion by the community), is not a typical design response; and is likely to impact the usefulness of the trial as undermines the original design intent which is to provide bike lanes that people can use and feel safe;
- (d) any option which removes the protected bike lanes so that parking can be returned is likely to generate a negative response in some other sections of the community (NB. recent examples occurred in New South Wales and City of Geelong respectively, which received heavy criticism for removing protected bike lanes). This is also likely to be the case (to some degree) with any option which *significantly* reduces the width of the protected bike lanes / buffers in order specifically to reinstall car parking on the northern side of the street;
- (e) if a decision is made to reduce the bike lane / buffer widths to reinstall parking, it is likely that some cyclists will opt to travel in the traffic lane; this would marginalise the benefit of investing in protected lanes, would cause some conflict points (cars and bikes) and may raise additional safety issues; and
- (f) reinstalling car parking on the north side of the street would address primary concerns raised by those members of the community living, working or visiting Elizabeth Street and looking for car parking close to home / work.

Note: Whilst it would provide more opportunity to park close to home / work (and less time in the street walking), it would not address the underlying concerns about personal safety and security in this area that have been clearly and consistently expressed to Council and more broadly. That broader topic is receiving attention by the Council and the State.

External Consultation

66. The Council considered the pilot and trial method with an extensive report outlining that approach in December 2019. Council determined to use this approach with *notifications* to occur to the community in the lead up to the project.

67. Notifications occurred in June this year and included a letter to all households/ dwellings in Elizabeth Street with the attached A4 flyer providing background information about the trial, link to *Your Say Yarra* site inviting feedback and also contact details for more information (this also contained a translated panel into 4 top languages). The flyer is shown in the Attachments to this report.
68. The trial approach does involve ongoing consultation and exchange of feedback with the new street design in situ.
69. In this regard, the Council website contains a hub page where residents can access information on the project, project updates, find officer contact details and provide submissions.
70. Residents have provided significant feedback on the trail via the dedicated *Your Say Yarra* page set up. At the time of writing the report some 230 comments have been received alongside other comments provided to Council via other channels (e.g. email / over the phone). See Attachment 3 for comments from the community.
71. From early implementation in July, officers have had a number of meetings with individuals and groups to listen to concerns, explain the rationale on the layout of the ground; and discern if any refinements (within the authority provided by Council in December 2019), can be undertaken to minimise any issues being experienced.
72. The CEO has also sponsored a meeting of some 10 local community members and a senior member of the local Police force on 25 August, with YCC technical staff involved to listen to the community comments.
73. The Director, Planning and Place Making has been in contact with a key spokesperson of the local community, (who also supplied a petition with some 75 signatures), on a number of occasions to discuss various aspects of the project. The Group Manager, CEO Office has also been involved in conversations with that spokesperson, and others, on behalf of the CEO. A number of site specific discussions have also occurred with the operator of the Bakehouse Studio; these mainly focused on requests for parking restrictions to be changed.

Internal Consultation

74. Discussions regarding community feedback and options have occurred with the following teams across multiple divisions:
 - (a) Sustainability and Strategic Transport;
 - (b) Communications and Engagement;
 - (c) Traffic and Civil Engineering;
 - (d) Parking; and
 - (e) City Works.

Financial Implications

75. The intent of the Council resolution in December 2019 was to trial the bike lanes for a period of 12 months. Should Council, however, wish to make fundamental changes then the line marking would need to be redone to achieve a changed situation. That is possible if determined by the Council.
76. For information, any fundamental changes to the design would cost up to approximately \$70 K; primarily changes to all line marking, including changes to bollard placement and traffic management, amongst other aspects.

Note: If a decision was made by Council to end the trial and revert the street back to how it was, a resheet of the road pavement may also be prudent to be brought forward in capital works.

Economic Implications

- 77. The street is a Council street and a public place. Council needs to manage the public assets as it sees fit for the greater community benefit. This is common in all local government areas regarding road space allocation. It is also very common in significant planning decisions.
- 78. It is acknowledged that the current redesign of the road space may have some implications for businesses in the street. As with the Wellington Street separated bike lane project, (both stage 1 and stage 2), some business adaptations and adjustments may be required.
- 79. It is also noted that for business trips or visitors to the area, there is a public carpark located abutting Elizabeth Street. Signs have now been installed in the street marking that entry to the parking station.

Sustainability Implications

- 80. Some of the options presented in this report have sustainability implications as they would reduce the potential for safer cycling and the propensity for cycling in Yarra. They may also reduce the original intention for additional tree planting (for future tree canopy), in accordance with the Urban Forest Strategy and the identified street of lacking upper tree canopy / shade in the street.

Social Implications

- 81. The local community are expressing concerns about their safety, and perceived safety, due to needing to travel further as a pedestrian in the street to and from their car from home.
- 82. In this regard, some options expressed in this report potentially have implications for the local community.

Human Rights Implications

- 83. Some persons state that the safety of family members and friends is impacted, or compromised, by other facilities in the area. Police are aware of the matters outlined and have been engaged in this matter as part of the recent dialogue with spokespersons of the local community.
- 84. It is clear that some people raise this as the central concern of the adjusted road space allocations, which is at times, requiring people to park further away from home / work causing more time to be present in the street. Council need to consider this community wellbeing aspect.

Communications and CALD Communities

- 85. As outlined in paragraph 72 and 73, *notifications* to the community were provided after the December 2019 Council resolution and before the installation of the trial layout of the road pavement.
- 86. In this regard, the top four most commonly used languages other than English in the Elizabeth Street neighbourhood were identified with the assistance of DHHS and through the Council social research unit.
- 87. Summary translations of initial fact sheets were also provided in the four languages on the outward facing page of the fact sheet to support immediate visibility. This was located above the interpreter service information panel on the sheet.
- 88. Further, translated A4 posters were also offered to local service providers and organisations to support awareness in both Vietnamese and Simplified Chinese.
- 89. Posters, fully translated into the four languages, were installed in all DHHS high rise tower foyers and lifts.
- 90. All communications also included interpreter service contact details – consistent with the Council usual procedure.

Council Plan and Strategy Implications

91. There are a number of Council strategies that need consideration by the Council including technical strategies and also broad community wellbeing strategies.
92. The cycling and active transport strategic policy context is quite clear and consistent across multiple documents at State and Local level.
93. In summary, these state that the number of people cycling needs to be significantly increased through the provision of a regional network that is safe and attractive for a wide cross section of society to use.
94. Questions have been asked by the community on why a pilot and trail approach was used in this instance and why a separated bike facility on Elizabeth Street specifically has been installed, and the basis of this design. A summary of this context is provided below.

Relevant Bicycle Strategy Refresh 2016 - commentary:

95. The basis for a protected bike lane on Elizabeth Street was in the 2010 Bike Strategy and also in the Refresh of 2016. It highlighted that to action this installation it would require the removal of parking on one side of the street to achieve this outcome (see extract below):

1.3a	Richmond East-West (Elizabeth St)	Create a fully separated Copenhagen bike lane on Elizabeth St by removing parking on one side of the street	★★ VicRoads Strategic Cycling Corridor	\$1,000,000
1.3b	Richmond East-West	At the Baker/Elizabeth/	★★	\$150,000

Relevant Yarra Strategic Transport Statement commentary:

96. This states some specified criteria, as outlined below, regarding the hierarchy of transport modes from Council strategic statements. It states:

“Why cycling is being encouraged:

4.1 Hierarchy of Transport Modes

4.1.1 More sustainable transport modes

1 – Pedestrians

2 – Cyclists

3 – Trams

4 – Bus / Train

5 – Taxi / car sharers

The basis for removing car parking to achieve cycling outcomes:

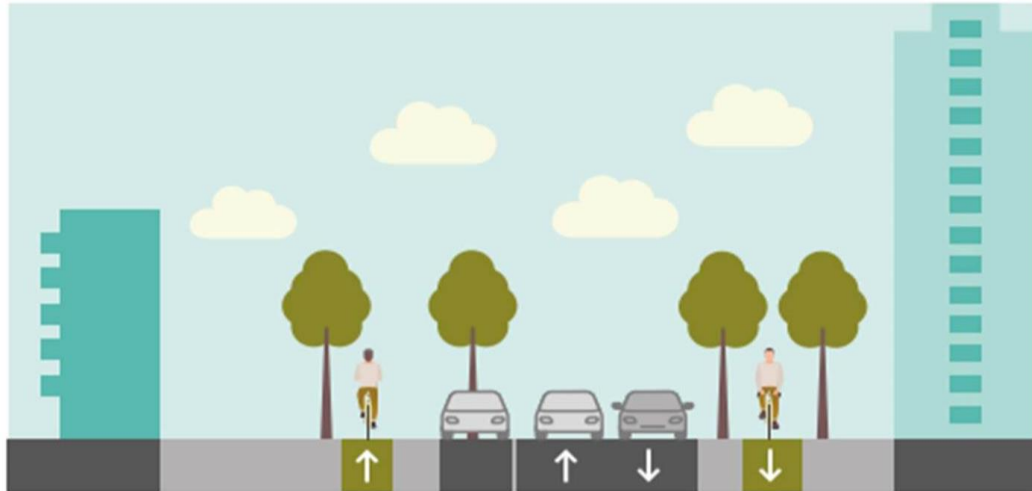
5.2.5 STO 5:

‘Ensure that Councils response to parking demand is based on Yarra’s parking hierarchy and sustainable transport modes’

Climate Emergency Plan 2020 - commentary:

97. Further, the Climate Emergency Plan (CEP) was adopted by Council (May 2020) after the Elizabeth Street trial was endorsed by Council (Dec 2019) – it includes the following action:
 - (a) ‘Use an ‘iterative trial’ approach to roll out transport projects quickly to inform permanent changes’.
98. It is noted that the CEP makes specific reference to Elizabeth Street and the extent to which this aligns with its objectives; trials were also endorsed in the CEP as a way of achieving outcomes specified in the plan in an appropriate time frame.
99. The Climate Emergency Plan contains the following images and comments:

Figure 12. Elizabeth Street, Richmond proposed trial of protected bike lanes



- 4.1** Develop an Integrated Transport Plan (ITP) to facilitate the uptake of sustainable modes of transport and the long-term reduction of private car use by:
- Reallocating road and parking space for upgrades, enabling footpath widening, bike lanes, public transport improvements and greening opportunities
 - Prioritising walking, cycling and public transport through improved infrastructure based on evidence and future predicted transport modelling
 - Promoting and facilitating car-sharing and other alternatives to private car ownership
 - Investigating parking restrictions to facilitate improved access for sustainable modes of transport through changes to allocation of road space

Legal Implications

100. The road is a Council road and Council is a Road Management Authority. It is the Council prerogative in making adjustments to the road space allocation as part of its remit. The project does not involve any road closures or discontinuances.

101. There are no known legal implications for Council.

Other Issues

102. Community safety and community wellbeing are aspects that the Council need to consider.

103. The local community has expressed some strong views and other comments in response to the trial (some 230 submissions and also a petition which was tabled at Council. See Attachment 5.

104. The Council, like all local government, needs to make balanced judgements regarding broad community interests in many matters it considers. This requires considering the circumstances and making an informed judgment.

105. A number of other aspects have also been mentioned by Community members. These can be summarised as follows:

- (a) less opportunity to park close to home / work place of worship and to visit premises in Elizabeth Street;

- (b) the likelihood of needing to travel further and / or longer as a pedestrian in the local streets where particular behavioural issues; and matters of safety / feeling safe to those persons;
- (c) issues relating to delivery of materials to premises for building works;
- (d) issues relating to delivery of supplies and or purchasers to homes / businesses;
- (e) pedestrian access to parked cars;
- (f) access across the street; and
- (g) similar aspects; as outlined in Attachment 3.

Commentary

106. The following comments are made:

- (a) parking surveys were undertaken in pre COVID period suggested that on street parking opportunities would be available to persons to access a car park; it is noted that the community are indicating that convenient parking is proving to be difficult. Further parking occupancy rate surveys are underway and planned to be undertaken later in the trial as well. Some changes to parking restrictions may assist;
- (b) requests have been made to the DHHS to improve the lighting in the DHHS off street carparks in order to increase the propensity for residents in the DHHS estate to use those carparks – if this proves successful this would be expected to reduce the demand for the onstreet parking in Elizabeth Street and nearby streets;
- (c) some aspects of residents / business concerns can be pursued with normal operational protocols, such as obtaining Council approvals for time limited occupations of the road / bike lane for particular needs (i.e. road occupation permits) and officers can assist local community members on accessing that information;
- (d) some aspects raised by community members have been partly addressed with some minor changes (such as a disability parking bay, Paid Parking signs), and some other minor changes can be addressed if requested such as some other installations of loading bays / taxi ranks etc;
- (e) parking restriction changes in Elizabeth Street and surrounding streets can be assessed and determined by the Council through normal parking restriction protocols and committees to address and determine the requests;
- (f) advisory signage and warning signs can be provided on pavements, and in conspicuous locations, to provide warnings to pedestrians and cyclists and persons accessing parked cars whilst the new arrangements become more familiar with the local community and the road users. Some stencil markings have recently been installed on the footpaths to remind pedestrians crossing the bike lane to a car to “Look Right”

Options

- 107. The broad options for Council to consider are outlined below (with an officer comment where appropriate):
- 108. **Option 1** - Retain the current design, allowing for minor changes (tweaks) and refinements as originally proposed and continue the trial for 12 months.
- 109. **Option 2** - Narrow the separated bike lanes/buffer zone on both sides of the road to reinstall car parking on the northern side.

Comment

The width of the bike lanes / buffer (and other components such as width of parking lanes and carriageway lanes) need to be assessed against the current and anticipated guidelines to determine if they are acceptable or not. See Attachment 5 for guidance.

110. **Option 2b** - Narrow the separated bike lanes/buffer zone further to reinstall parking lanes on both sides of the road and provide more space for people to get in and out of cars.

Comment

This option aligns most with the views of residents and visitors who park cars on this street and have contacted Council following implementation of the trial.

The width of the bike lanes / buffer (and other components such as width of parking lanes and carriageway lanes) need to be assessed against the current and anticipated guidelines to determine if they are acceptable or not. See Attachment 5 for guidance.

111. **Option 3** - Leave the westbound lane as is and return the eastbound lane to the previous layout.

Comment

That is, return the car parking on the north side of the street and place the bike lane back between passing cars and parked cars.

This would result in a protected lane on the south side and no protected bike lane on the north side of the street, which is not consistent with the original intent of the Council.

It would also probably result in less uptake in cycling to and from the city as coming out of the city cyclists would not be on a protected bike lane.

112. **Option 4** - Return Elizabeth Street to the pre-trial design. That is, unprotected bike lanes with all car parking returned.

Comment

This is possible, but it would be inconsistent with the Council stated policies and also not consistent with State Government intentions for a strategic bike route.

113. Notes:

- (a) The widths of the various components of the road space (comparisons / options) are outlined in the attachment 5 for Council consideration;
- (b) Narrowing the bike lanes and buffers below the current guidelines raises concern of officers. Council should also have regard to the emerging guidelines expected to be formalised by the State in some weeks time; and
- (c) The width of a parking space and also carriageway widths should not be reduced from what currently exists.

Conclusion

114. The Elizabeth Street trial has led to 'road space reallocation' and specifically the installation of separated bike lanes – this has required (due to the width of the road pavement and what is considered appropriate standards), the removal of car parking on the north side of the street in order to deliver safer sustainable transport outcomes (cycling path / buffer widths).
115. The reallocation of road space is often quite complex with competing objectives under consideration; in this regard, it is nearly always sensitive in the local community – that is, with various divergent views amongst individuals about the outcome that Council should be seeking to achieve and why.
116. The 12 month trial, as endorsed by Council in December 2019, has been in place for less than two months, and for the vast majority of this time, Melbourne has been in a stage 4 COVID lockdown which has impacted people very significantly in many ways, including how they live, travel and move about.
117. For people living, working and visiting Elizabeth Street who require car parking, the feedback to date is primarily that all (or the vast majority) of parking removed on its northern side should be reinstated. These views are acknowledged.

118. The need to remove that car parking in order to deliver protected bike lanes of an appropriate design was first stated in the adopted 2010 Bike Strategy, and again referenced in the 2015 Bike Strategy Refresh.
119. Whilst many people have expressed concerns, some feedback to Council has been very positive, particularly amongst those that cycle; although it is acknowledged that probably most of these persons would not live on Elizabeth Street.
120. In essence, cyclists using Elizabeth Street and people looking to park on Elizabeth Street, both seek access to the same finite amount of space (the road pavement space from kerb to kerb).
121. This report has attempted to outline the background, the community expressed concerns and some analysis at this point in time. The situation at hand is complex in that there are various opinions amongst community and stakeholders (concerns and support expressed) – it is unfortunate that there is no solution that appears to be totally palatable for all parties.
122. It is, however, also relatively simple in that the matter turns on the amount of road pavement space allocated against guidelines and best practice approaches. That is, the road pavement is a specific width, and the sum of the widths of the particular lanes / buffers / carriageway widths determines if sufficient space exists for parking on the north side of the road or not.
123. Community engagement has occurred primarily with local residents to assess options for possible changes to the design of the road space, and officers have met with residents (remote) on a number of occasions to discuss various aspects and provide further information.
124. A number of minor type changes have already been made in response to community feedback and more are actively being considered at the time of settling this report. It is acknowledged that these do not satisfy the key expressed concern of those living and working in Elizabeth Street; being the reinstatement of parking on the north side of the street.
125. Any changes to the design that are a fundamental departure from that approved by Council in December 2019 require a Council resolution.
126. The Council determined in December that the trial be scheduled to run for a 12 month trial period with periodic reviews by officers and information to Councillors, and a Council report to follow the 12 month period within 6 months of its conclusion.
127. This report is provided ahead of the scheduled update to Council after 3 months installation of the trial, due to the concerns expressed by local community members. Council need to consider these concerns and determine a position on this matter.

RECOMMENDATION

1. That Council note that:
 - (a) the December 2019 Council resolution required officers to implement a 12 month trial of protected bike lanes in Elizabeth Street and to monitor its performance via quarterly update reports before reporting back formally to the Council on next steps within 6 months of the conclusion of the 12 month trial period;
 - (b) the project had been stated as an intended bike project in Council adopted strategies since 2010, being referenced specifically in the 2010 Bike Strategy, the 2015 Bike Strategy Refresh and also, in the Climate Emergency Plan (May 2020);
 - (c) the protected bike lane trial was designed to specifically provide for safer cycling on a strategic bike route;
 - (d) the protected bike lanes were installed and completed in early July this year through the process of a 'pilot and trial' methodology so that:
 - (i) it could be tested, adapted and adjusted, as need be, through minor changes to improve its performance, and

- (ii) its performance can inform future decisions of the Council as to whether or not the separated bike lanes should be confirmed and formalised through more permanent road surfaces and treatments;
 - (e) the separated bike lanes require a particular width of bike lane and buffer strip to be effective, safe and efficient. This enables cyclists to travel in a safe and comfortable manner and for the lanes to be capable of accommodating increased ridership into the future;
 - (f) the width of the separated bike lanes implemented in the trial are similar to those used in stage 2 of the Wellington Street, Collingwood separated bike lanes;
 - (g) the current 2016 VicRoads guidelines of the Department of Transport provide certain minimum widths of bike lanes abutting parked cars and carriageway lanes, and also buffer lanes to minimise propensity for car dooring of cyclists;
 - (h) the Department of Transport have developed draft new Cycling Guidelines, which, it is understood, will be considered for formal endorsement very shortly, possibly by the end of September this year; and
 - (i) the limited road width (kerb to kerb) of Elizabeth Street, east and west of Lennox Street, does not enable carparking on both sides of the street to be provided unless the protected bike lanes are reduced to a width of approx. 1.5 m in some sections with a buffer lane of 0.5 m, that is not compliant with the 2016 VicRoads guidelines.
2. That Council further note:
- (a) the concerns of the local community expressed since the installation of the trial separated bike lanes, and in particular, the matters raised regarding safety, and perceived safety, due to stated need to often park their car further away from their homes and the concerns stated regarding local behavioural issues in the street;
 - (b) the other concerns raised in the written material provided to Council by many community members (as reproduced in Attachment 3);
 - (c) the petition lodged with Council on 21 July, 2020 with some 75 signatures as reproduced in Attachment 2;
 - (d) the dialogue that has occurred to date between senior Council staff and the local community spokespersons;
 - (e) the minor adjustments made to date, and the possible other adjustments that may be shortly made, as outlined in the report and attachment 4;
 - (f) the criteria outlined in the report that specify what would be considered fundamental changes to the trial and therefore in the domain of requiring full Council consideration and determination;
 - (g) that the trial has been installed for approx. 2 months at this stage;
 - (h) that a formal trial update report is scheduled which details data collected 3 months after the trial has been in operation;
 - (i) that further parking occupancy surveys are commissioned and being undertaken in preparation for a first formal evaluation period report to Council; and
 - (j) that as part of the evaluations during this 12 month period, there would be intercept surveys with persons using Elizabeth Street including residents, drivers, cyclists and pedestrians to further inform the evaluation of the trial for Council consideration.
3. That Council note that the community concerns relate substantially to the removal of parking on the north side of the street and consequential aspects as a result of that parking removal; including such matters as:
- (a) reduced opportunity to park as close to home / work / place of worship and for persons to visit premises in Elizabeth Street;

- (b) the increased likelihood in some cases of needing to travel further and / or longer as a pedestrian in the local streets where particular behavioural issues exist; and matters of safety / feeling safe to those persons;
 - (c) issues relating to delivery of materials to premises for building works;
 - (d) issues relating to delivery of supplies and or purchasers to homes / businesses;
 - (e) access to parked cars;
 - (f) access for pedestrians across the street, and
 - (g) similar aspects; as outlined in the Attachment 3.
4. That in this regard, Council further note:
- (a) that further parking surveys are being undertaken at present, and will again be undertaken once COVID restrictions are relaxed to assess the parking occupancy rates in the local streets;
 - (b) that Council has requested the DHHS to improve the lighting in the DHHS off street car parks in order to increase the propensity for residents in the DHHS estate to use those car parks and to reduce the demand for the onstreet parking in Elizabeth Street and nearby streets;
 - (c) that some aspects of residents / business concerns can be pursued with normal Council operational protocols, such as persons obtaining Council approvals for time limited occupations of the road / bike lane for particular needs (i.e. road occupation permits) and officers can assist local community members on accessing that information;
 - (d) that some aspects raised by community members have been partly addressed with some minor changes (such as a disability parking bay, stencils on the footpath to warn pedestrians to look right), and some other minor changes can equally be addressed by some other installations of loading bays / taxi ranks etc as sought by the community;
 - (e) that parking restriction changes in Elizabeth Street and surrounding streets can be assessed and determined by the Council through normal parking restriction protocols and committees to address and determine the requests; and
 - (f) that in some instances, advisory signage and warning signs can be provided on pavements, and in conspicuous locations, to provide warnings to pedestrians and cyclists and persons accessing parked cars whilst the new arrangements become more familiar with the local community and the road users.
5. That Council note the section of the report headed *Guidelines for bike lane and buffer widths*, and in particular paragraphs 56-57 in relation to the discussion regarding widths of protected cycling lanes and associated buffer lanes.
6. That Council note Attachment 5 which provides both information and an illustration of the assessment of various widths of bike lanes, and buffer lanes, against State guidelines, and in particular the consequential width of those lanes if parking on the north side of the street was reinstated.
7. That Council also note advice from officers that a bidirectional bike lane in Elizabeth Street, as some community members have suggested as an alternative, would not be appropriate or recommended due specifically to connection issues at Hoddle Street and Church Street which would largely render such a facility as ineffective and cumbersome for cyclists.
8. That Council note that any realignment of the various lanes and buffer widths would create the need for corresponding changes to be undertaken to other line marking across the street.
9. That in the context of all of the above, Council:

- (a) note the officer report, the analysis provided to date, the material provided in the attachments, the commentary of the local community as reproduced in Attachment 3, and comments received at the Council meeting; and
- (b) consider these comments, and points of view, as part of its deliberations in determining a way forward in this matter.

CONTACT OFFICER: Bruce Phillips / Simon Exon
TITLE: Director, Planning and Place Making / Unit Manager Strategic Transport
TEL: 9205 5781

Attachments

- 1** [↓](#) Attachment 1 - Image of Trial 2
- 2** [↓](#) Attachment 2 - Community Safety Commentary
- 3** [↓](#) Attachment 3 - Community Feedback
- 4** [↓](#) Attachment 4 - Community Engagement
- 5** [↓](#) Attachment 5 - Elizabeth St Options & bike Infra Design (002)

Attachment 1 - Attachment 1 - Image of Trial 2

Attachment 1 – Images from the trial

This pictorial shows the trail as delivered, and some tweaks made in response to community feedback.

Figure 1 - Westbound bike lane



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 2 – Eastbound bike lane



Figure 3 – Vehicles parking in bike lanes without a permit are common issues and are difficult to physically prevent, hence enforcement is used to keep the bike lanes clear. If loading/unloading is required outside a specific property for building works then this can be arranged via a traffic a management plan.



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 4 – Cars pulling out of parking spaces on Elizabeth Street



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 5 – Traffic lanes on Elizabeth Street



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 6 – Eastbound bike lanes



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 7 – Scooters are becoming an increasingly more popular way of moving around, if people feel safe they will use the road reducing instances of people using scooters on the footpath be it legally or illegally. An objective of this project is to provide facilities that children can use and that their parents think are safe for them to use.



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 8 – Bollard removal in response to community feedback



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 9 – Additional signage stencils added in response to community feedback



Attachment 1 - Attachment 1 - Image of Trial 2

Figure 10 – A road occupation with traffic management on Wellington Street to allow for building work. Arrangements like this are common throughout Melbourne and can be installed for residents planning building works on Elizabeth Street.



Attachment 2 - Attachment 2 - Community Safety Commentary

Attachment 2 – Community Safety Commentary

There were a number of submissions in which people articulated how personal safety was compromised as a consequence of the distribution and consumption of illicit drugs in the precinct and that the Safer Elizabeth Street program was unwelcome.

It was suggested by several people that the removal of parking would result in friends, relatives and patrons of local services and businesses – some of whom were described as vulnerable – having to use alternate parking immediately proximate to drug use issues. It was posited by one submitter that the Medically Supervised Injecting Room itself was generating an increased demand for car parking locally. One submitter noted that drug affected drivers represented a significant threat to safety. Some contended that managing drug use impacts should be the prioritised over cycling safety.

Others submitters believed that drug use issues are an altogether separate matter and the safety of vulnerable road users was of paramount importance. One person believed that further measures to prioritise cycling along Lennox Street would promote increased passive surveillance, in turn promoting community safety.

An active street-based drug market, principally in the trade and consumption of illicit heroin, has existed in and around Victoria, Lennox and Elizabeth streets for well over two decades. Council has acknowledged that the issues facing the area are complex and is aware and cognisant of the significant impact that drug-related activity is having on the community.

When it comes to promoting public health and community safety, Council's key role in this space continues to be the promotion of public amenity. Council has intensified public road and footpath cleansing, graffiti and poster removal from assets, and maintenance and repair of street furniture and signage in the locality. Council also directly manages all requests for syringe management services in the City.

Council's authority does not extend to law enforcement. Nevertheless, it is acknowledged that promoting community safety by working across the government and non-government sector is essential to ensure a coordinated and relevant service response. Council remains committed to working closely with Victoria Police, State Government representatives, and alcohol and other drug agencies on addressing drug use issues by employing evidence-based measures, including harm reduction strategies.

Victoria Police continue regular, proactive police patrols and ongoing enforcement activity, as well as intelligence-led operations in high risk community locations. The Yarra Bicycle Patrol, based out of the Richmond Police complex, commenced in July 2019 and the community is encouraged to stay updated via Eyewatch Yarra. Members of the community are encouraged to phone the Local Area Command to discuss non-emergency matters and to phone emergency 000 if they are concerned for their personal safety or the safety of others. People concerned for the welfare of persons using drugs in public are encouraged to contact local agencies providing outreach.

Attachment 3 - Attachment 3 - Community Feedback

Attachment

This attachment provides detail of:

- A resident petition and further liaison with Mark Soffer as author of the petition on options for changing the street design.
- General Feedback on Your Say Yarra
- Specific Feedback on Your Say Yarra

These submissions are as written and have not been changed in any way except to remove inappropriate language (swearing) where appropriate.

Resident petition

Attachment 3 - Attachment 3 - Community Feedback

Dear Yarra City Council,

We are writing to you as a unified group of Elizabeth Street residents to express our significant concern and angst at the current 'iterative trial' underway in Elizabeth Street. These concerns are not about protected bike lanes, they are about the subsequent **impact to residents, our safety and our families** – which were not taken into account when Council commissioned, considered and unanimously endorsed this trial.

In December 2019, City of Yarra Councillors endorsed this, **without any apparent regard for, or consideration of, the broader safety and wellbeing impacts to residents and visitors, including those with mobility limitations.** It is incomprehensible that these potential impacts were not a fundamental consideration in your decision-making process.

For clarity, we have outlined the specific local context, design issues, related impacts and requested responses below.

Local Context

Elizabeth Street is not an ordinary residential street and we cannot ignore the range of local factors that already impact our lives. This is a very densely populated street, with ~5000 people living in the North Richmond Public Housing Estate. We are a street with many visitors, for a wide range of reasons.

The location of the Medically Supervised Injecting Room (MSIR) trial at 23 Lennox Street has resulted in a consistent everyday presence in our neighbourhood of large numbers of drug dealers and drug users, together with the associated crime and anti-social behaviour.

With more than 300 visits per day (~10,000 per month) to the MSIR, as well as the additional large number of users drawn to the area (i.e. not using the MSIR or staying in the area whilst under the influence of their chosen substance), personal safety of residents and visitors is a significant contextual issue that must be taken into account for any proposed changes to infrastructure and access in our area.

Resident, Business and Visitor Impacts

There are several direct impacts to residents, local businesses and our visitors. This is largely driven by the removal of 66 parking spaces (from 150 to 84), representing the removal of ~45% of street parking and 100% of parking on the northern side of the street. There are also significant changes to restrictions, including permit parking only from 7pm for all spots west of Lennox St. This has an enormous impact to residents, visitors, carers, couriers, etc.

The impact scenarios are multiple, all with a material detriment to residents' lives, some examples of which include:

- Increased distance that residents and visitors will have to travel to get to their properties has the potential to put their safety / lives at risk.

Attachment 3 - Attachment 3 - Community Feedback

- Elderly residents or those that have carer requirements (including young families) now face an additional deterrent to visitors (family and friends) and carers due to mobility concerns and their limited ability to 'walk' to their required transport.
- Courier services and delivery of essential supplies have already been impacted due to their inability to stop within a safe proximity to their required delivery location.

Design Issues and Opportunities

The protected bike lanes trial design has resulted in a reallocation of ~15m of road width into 6m for vehicle traffic, 6.7m for bicycles and 2.1m to vehicle parking. This has resulted in the removal of ~45% of total on-street parking and 100% of on-street parking on the northern side of Elizabeth Street.

The original design did not provide for any disability parking spots. It is noted that after recent resident lobbying of Langridge Ward councillors, provision has been made for one spot, however, further consideration of and support for the mobility needs of residents and visitors remains outstanding.

We believe there are opportunities to collaboratively work together to achieve the joint goals of protected bike lanes without impacting residents in the way that we currently are.

Requested Response

As the trial infrastructure has now been installed and the associated changes are already in place, we are seeking your urgent consideration of and proposed response to the issues raised.

Further to this, we would propose as part of this discussion to utilise and adjust the recently built infrastructure, rather than dismiss this in its entirety.

To expedite that process, we are requesting an urgent (virtual) meeting between relevant Councillors, Council Officers and the resident group to identify and implement satisfactory trial modifications.

Regards,

Elizabeth Street Residents

Attachment 3 - Attachment 3 - Community Feedback

Elizabeth Street Assessment (Resident)

A table was issued by officers to provide a framework basis for discussion and ensure that the community changes as asked for are clearly understood. The text **highlighted** was inserted by Mark Soffer following his further discussions with some residents on Elizabeth Street.

No.	Option	West of Lennox St		East of Lennox St		Parking Restrictions		Feedback	
		Westbound	Eastbound	Westbound	Eastbound	North	South		
	Kerb-to-kerb width (m)	14.1m		14.8m				Concerns addressed	Additional Notes
1	As per Council resolution								
	Bike lane width	2.1	2.1	2.3	2.3	N/A as no parking on North	2P then Permit only parking after 7pm	Existing discussions and concerns make this current option unpalatable for residents, medical clinics, Buddhist Temples and those that aren't able bodied.	
	Buffer width	0.6	1.2	0.6	1.2				
	Separated	Yes	Yes	Yes	Yes				
	Traffic Lane	3	3	3	3				
	Parking Lane	2.1	N/A	2.1	N/A				
2	Narrowed separation whole (Marks option)								
	Bike lane width	1.5	1.5	1.7	1.7	2P then permit only parking after 7pm	2P then no restrictions after 7pm	This addresses access, safety and parking concerns whilst providing protected bikelanes	Remaining concerns for line of sight road crossing issues for pedestrians and challenges for wheelchairs etc... to get to properties, medical centres and Temples
	Buffer width	0.5	0.5	0.6	0.6				
	Separated	Yes	Yes	Yes	Yes				
	Traffic Lane	3	2.9	3.0	3.0				
	Parking Lane	2.1	2.1	2.1	2.1				
	Kerb-to-kerb width (m)	14.1m		14.8m				Concerns addressed	Additional Notes
3	Northern side unprotected/Southern side protected (Variation of Marks option)								
	Bike lane width	1.5	1.8	2.2	1.7	2P then permit only parking after 7pm	2P then no restrictions after 7pm	Same as option 2, without fully protected bikelanes	Same as Option 2
	Buffer width	0.5	N/A	0.6	N/A				
	Separated	Yes	No	Yes	No				
	Traffic Lane	3	3	3	3.0				
	Parking Lane	2.1	2.2	2.1	2.1				
4	Northern side unprotected (West)/Southern side protected (variation of Marks option)								
	Bike lane width	2.1	1.8	1.8	1.8	2P then permit only parking after 7pm	2P then no restrictions after 7pm	Access and parking restored, but major concerns about road width	A number of callouts of road being too narrow already, this would compound this
	Buffer width	0.6	N/A	0.6	0.6				
	Separated	Yes	No	Yes	Yes				
	Traffic Lane	2.7	2.7	2.9	2.9				
	Parking Lane	2.1	2.1	2.1	2.1				
5	Remove trial								
	Bike lane width	1.8	1.8	1.8	1.8	2P then permit only parking after 7pm	2P then no restrictions after 7pm	Concerns addressed for residents	This doesn't provide enhanced safety to cyclists
	Buffer width	N/A	N/A	N/A	N/A				
	Separated	No	No	No	No				
	Traffic Lane	3	3	3.3	3.3				
	Parking Lane	2.2	2.2	2.2	2.2				

Attachment 3 - Attachment 3 - Community Feedback

		West of Lennox St		East of Lennox St		Parking Restrictions		Feedback	
No	Option	W bound	E bound	W bound	E bound	North	South		
	Kerb-to-kerb width (m)	14.1m		14.8m					
6	'Dooring Buffer Zone' – Cars parked against curb								
								Concerns addressed	Additional Notes
	Parking Lane	2.1	2.1	2.1	2.1	2P then permit only parking after 7pm	2P then no restrictions after 7pm	This would address major concerns from residents and the biggest issue from cyclists around dooring	Would also be the most aesthetically pleasing design as could be done with paint and provides a buffer for both cyclists and residents families and wheelchairs etc... getting in and out of cars
	Buffer Width	0.5	0.5	0.6	0.6				
	Bike Lane Width	1.5	1.5	1.7	1.7				
	Separated	No	No	No	No				
	Traffic Lane	3.0	2.9	3.0	3.0				
7	'Bi-Directional Protected Bike Lane'								
	Bi-Directional Bike Lane – would require an expert to provide measurements. But would have a bike lane on one side of the street only.					2P then permit only parking after 7pm	2P then no restrictions after 7pm	Protected bi-directional Bikelane on one side of the street only. This would logistically be challenging, but would save space overall and create a safe environment for cyclists	Would have some downside in terms of property proximity and access to the side of the road that this is on. Unlikely to be easy to implement due to cyclists getting on or off the bi-directional lane at either end of the street

Attachment 3 - Attachment 3 - Community Feedback

Covering email

A summary from us:

- The attached includes two additional columns reflecting our comments for all options:
 - Parking Restrictions - it's important as you'll see that permit parking (after 7pm) is reinstated in parallel with the changes on the north side and in turn non-permit parking after 7pm is reinstated on the Southern side.
 - Additional comments and concerns addressed (we have tried to capture these as best as possible)
- We have added two additional options (6 & 7)
 - Option 6 would have the cars parked up against the curb and then a buffer zone painted on the ground before the bike lane (this is very similar to the Southern side of Albert Street, image attached)
 - This would also significantly address the major 'dooring' concerns from cyclists
 - The significant line of site concerns from pedestrians
 - The disability access concerns
 - The concern about a protective area for kids and prams etc... when getting in or out of a car (especially given the current situation has people stepping into oncoming traffic)
 - Option 7 is a bi-directional bike lane. Where you would have a bike lane on one side of the street that could be ~3m wide and have cyclists going in both directions, plus a buffer zone. Not sure how possible this is, but we thought we'd put it there as it would be by far the most space efficient option.
- I have tried to highlight any changes I've made by highlighting these with yellow, either in the row or column header or in the individual table cells where some minor measurement adjustments have been proposed.
- The feedback has been quite strong on YoursayYarra and indeed in our residents forums that the road width seems much narrower (or even too narrow) so we would be very reluctant to support anything narrower than 3m
 - This is especially pertinent given the high number of emergency services vehicles that frequent the street, both police and the fire truck who have the station on Church St (near the corner of Elizabeth)
- Should the trial continue, our preferences would be Option 6 or Option 2, these reflect the safest options for residents and cyclists and would be an amenable trial.
 - It's important to note that I have no doubt some neighbours will have strong views that are simply to stop the trial and revert back to the original design and we are never going to get a full consensus. However, I do believe that returning parking to the North Side (in addition to parking on the South) will alleviate a large portion of the concerns raised.

A few additional questions:

- Is it possible to get a summary of the number of police calls and incidents in the area between Church and Hoddle Sts and say Victoria and Highett Sts?
 - This will give us a summary view of the area as we already know this is the highest callout area of anywhere in Yarra, I think it's important to reflect this in the report to Council
- Do you know the number of parking permits that are active in Elizabeth St? I asked this question a couple of weeks ago, but haven't heard back

Attachment 3 - Attachment 3 - Community Feedback

- Have you had any feedback (aside from anecdotal) about the flow on effect of this trial to the businesses on Victoria St? We had a couple of negative comments that this will likely have an impact (Post COVID) to these, so wanted to know if that had been reflected.

I hope this makes sense, any thoughts, questions or comments please let me know and happy to chat any time.

Thanks,
Mark Soffer

Attachment 3 - Attachment 3 - Community Feedback

General Feedback on Your Say Yarra – Trialling a Safer Elizabeth Street	
Respondent	Comment
1	<p>Could I please suggest that communication about this project be available in different languages such as Vietnamese, Timorese, Chinese, Somali etc so that people who will be and are impacted by the project are informed as well as have the opportunity to participate in providing real feedback. Also, when signage is displayed, please ensure that it's also available in different languages or use clear visual communication to ensure it's fair that people of different ethnics who may not understand English can understand too. Thank you :)</p>
2	<p>Yes I feel Lennox St/ Elizabeth St and Victoria St can benefit with more streetscaping esp more tree- lined and roadside gardens.</p> <p>Lots of elderly people cross the Lennox/ Elizabeth Junction everyday, it just feels very exposed and needs a proper upgrade. Needs bumper and maybe a 30km/hr zone too since heavily used pedestrians.</p> <p>Elizabeth St is also a great place for a community hub.</p>
3	<p>Hi, it is not obvious from the design details available (unless I have overlooked something) what is going to happen to the significant trees and garden beds that are part of the kerb outstands at the intersection of Elizabeth and Shelley Sts. I presume these remain as part of the design, but would appreciate clarification on this. Thank you.</p>
4	<p>I have a number of comments around this rather sudden and significant impacting proposal:</p> <p>1) Were any residents consulted about this proposal? We live in Elizabeth Street and certainly were not - I have spoken to a number of fellow residents and none of them were either.</p> <p>2) What is the actual need And driving force for this change/trial? There are dedicated bike lines in each direction already on Elizabeth St - the very brief and vague information provided doesn't point to any incidents or anything else that would make this a necessity.</p> <p>3) There is no transparency on how many actual car spots we would lose on Elizabeth St. I content that the 26% vacancy number quoted is from a very niche time period, further review is required to determine this. As a resident I can't count the number of times I have had panicked calls from carers, guests and other visitors to our home who can't find a parking spot nearby. This is already a regular and major concern. Please be explicit about how many parking spots there are on Elizabeth St today and how many there will be once this is implemented. What mitigation is there for guests requiring guest parking etc...?</p> <p>4) There are FAR more important priorities for the safety of residents on Elizabeth St than this - clearly whoever prioritised this funding hasn't spent any time here. We live in central proximity of the safe injecting room and the Core of incidents on Lennox Street, how could this be a priority when it is solving a problem that doesn't exist?</p> <p>5) There are a number of medical businesses on the street, this proposal is extremely discriminatory against those that aren't able bodied. Patients rely on easy access to these facilities. How is this going to be addressed?</p> <p>In conclusion, there appears to be so many unanswered questions and essentially zero</p>

Attachment 3 - Attachment 3 - Community Feedback

	mitigations to this rather unnecessary proposal. The Elizabeth Street residents are considering an emergency injunction from VCAT to stop this proposal unless these concerns are addressed.
5	<p>This trial will be of most advantage for those people outside Richmond who pass through the suburb.</p> <p>There is insufficient parking in Elizabeth St already due to the workers who park in his street. Whilst statistics show that space is available that is not the practical reality due to the regular use of the street for non resident parking during the working day.</p> <p>The residents should be offered parking permits, at no cost, to offset the loss of amenity due to bike lane taking up parking spaces, and then enforce existing 2 hour parking restrictions.</p> <p>Extra parking could be created in the empty park space adjacent to Housing Commission Units on the North side of Elizabeth St.</p> <p>Parking is an increasing issue in the suburb. Extra housing units provide extra rates which does not seem of any help to existing residents.</p> <p>A bike lane does not help those in Elizabeth St.</p> <p>The link in advertising flyer is incorrect making it hard to find this survey page</p>
6	Would you consider doing something in Baker St as well as many cyclists start here.
7	Please, could you give consideration to Victoria Street and the cutting once you travel east beyond Elizabeth St as they are both very dangerous for cyclists, including those from Yarra
8	What percentage of car parks will be removed from elizabeth street only?
9	<p>Could you give me a breakdown of how 3% is calculated in the statement below-</p> <p>"Elizabeth Street is generally available and these removals represent just 3% of currently available neighbourhood parking."</p> <p>Exactly how many spots are reduced?</p> <p>What is average availability % on Elizabeth St on weekdays from 7am - 7pm and weekends etc... Could you please give a more detailed breakdown of the 26% in the below statement -</p> <p>"that up to 26% of parking on Elizabeth Street is generally available.."</p>
10	More protection for cyclists is nearly always a good idea. There will be some whinging about lost car spaces, but that's tough. This is a heavy cycle traffic route, and I've been cut off by cars a number of times.

Attachment 3 - Attachment 3 - Community Feedback

11	I live in East Melbourne and cycle into the City of Yarra at least three times a week. The bicycle infrastructure in the City of Yarra is noticeably better than other council areas (Stonington), and makes a huge difference for people like me who actively choose to come into the City of Yarra because I feel safer on my bike. Thank you for continuing to push the envelope and setting a standard for inner suburbs.
12	I live in East Melbourne and cycle into the City of Yarra at least three times a week. The bicycle infrastructure in the City of Yarra is noticeably better than other council areas (Stonington), and makes a huge difference for people like me who actively choose to come into the City of Yarra because I feel safer on my bike. Thank you for continuing to push the envelope and setting a standard for inner suburbs.
13	I ride around here and the road definitely looks a lot safer for cyclists. However I wondered what the response from residents has been given you've taken away half of their on-street parking in a street which is usually full of parked cars. The section between Lennox and Hoddle Streets are primarily residential properties. Is this a viable solution for them as well?
14	Brilliant idea; anything that can be made to encourage safer cycling is to the good. Drivers stuck in traffic might be encouraged to dust off the bicycle when they see riders going by.
15	This is great; don't be put off by local residents as the bike paths have importance beyond what the people in the street say; it has community benefit.
16	Please do not do anymore bike lanes like the ones on Wellington st Collingwood. While they may seem like a good idea, to those who have never actually ridden a bike, the size and scale of the dividers is such that in an emergency situation, such as a pedestrian crossing without looking (I know, who would think that possible), it leaves the cyclist with no escape option, such as swerving. I don't have any hard data, except that I know other cyclists agree with me and would rather go back to no division between cars and bikes.
17	<p>Hi I am a resident on Elizabeth St and I am very unhappy with the new design of street and parking for Elizabeth st.</p> <p>1) I have lived here for over 10 years and my experience is that even though I have a parking permit sometimes it is difficult for me to even find parking let alone now that you have decided to cut it one side parking only.</p> <p>2) I own a car and pay my rego every year while people who own a bicycle don't need to pay anything and they get priorities of lanes on the street compare to motor vehicle.</p> <p>3) I pay for my parking permit every year and now I have less space for parking because I have to give up one side street parking for a bicycle lane.</p> <p>4) the one side parking is actually very dangerous because now as a driver coming out from the car I have to be very careful of oncoming traffic. Even entering my car I still need to be careful because I don't even have a safe distance between me and oncoming cars.</p> <p>5) the bicycle lane is way too wide compare to the total streets.</p> <p>6) your survey stated that everyday there is 1000 bicycle and 10000 motor vehicle travelling through Elizabeth st. Due to the two wide bicycle lane the car lanes are so small and so close to one another. I don't see how this is considered as safe. Yes it is safe for bicycle but for motor vehicle I don't think so.</p> <p>7) last but not least I think for bicycle lane it should only be for peak hour traffic. After that it should be for parking with permit so that residents won't be affected.</p>

Attachment 3 - Attachment 3 - Community Feedback

	Overall i just think council really need to have a look again. I think you only thinking of making the road safer which is a good thing but to me i dont find it safer but even more dangerous. Also as a resident i am very upset that it is so hard to find parking.
18	Elizabeth Street needs significant improvement as does most of the CBD. Happy to see some initiatives have started and please consider making it permanent from the beginning.
19	Looks good hope we see similar treatment along other SCC routes in the future!
20	This is a great scheme, long overdue, thanks Yarra Council.
21	I am a courier and couldn't deliver a package to a customer on Elizabeth Street - nowhere to park and too large to carry. How on earth was this not considered as part of the proposal?
22	Please make more space for people and bicycles so that it's safer for everybody.
23	Bicycles always run red lights. Hands free riding and using phone. Whereas drivers pay tax for the roads and lose parking spaces for bicycles? How many public housing is along elizabeth st yet you take all parking for cyclists??? How many cyclists do you think like in public housing. How many locals use bicycles yet we pay over 2k in rates and fees for council to waste our money on this shit. Lennox st upgrades how much did council spend for stupid blue seats that junkies congregate at??
24	I just wanted to voice my support for this project. I think it's fantastic. I live in Fitzroy North but have long avoided riding through this area because it can be so difficult to share the road with cars. Love it! Looking forward to seeing how the trial goes.
25	Good to improve bicycle safety for cyclists riding into the city and create a link with the bike path in East Melbourne. Also vegetation needed and tree cover. Blisteringly hot in summer. Please include native vegetation under the trees, The small section of Church Street between Elizabeth and Victoria is ugly and very difficult for cars, cyclists and pedestrians. Needs some deep thought.
26	As a resident who lives on Elizabeth St, the bike lanes have made the road driving lanes extremely narrow. To the extent that when the fire trucks drive down from the Church/Elizabeth St end towards the city, they make it dangerous as the trucks often drive into on coming traffic as they are wider than the car lane allocation. The bike lanes are oversized and seem to be just as wide as the car parking lanes which I don't think is required, especially when the bike lanes are on both sides of the road. Car parking has also becoming a real issue now. Spots are now extremely rare and difficult to find even during quiet times. On weekends, it is now almost impossible to find without doing laps for extended periods. Please reduce the size of the bike lanes, add car parking back on the north side and make use of the empty barrier spacing that is currently on the north side and serving no purpose.

Attachment 3 - Attachment 3 - Community Feedback

27	My business partner lives on Elizabeth street and I visited him frequently before lockdown. The current trial is a horrible solution for a problem that didn't exist. I already struggled to find street parking when visiting, and now the parking on his part of the street has been halved! There is no consideration for visitors, particularly those who aren't able to walk long distances from their cars. Further, after finally finding a park and experiencing the new system for myself, I found it to be dangerous in leaving my car (opening door directly to a very narrow and busy road), and exiting the car park itself where I had to veer onto the opposite side of the road also due to the narrowness of the lanes. Cyclists would be equally at risk from car doors being opened from the passenger side in the current arrangement, than they were on the former from driver side doors. In fact they may be more at risk due to this being such an unusual and unique arrangement people are unfamiliar with. The bike lanes are far too wide and unwarranted given the amount of bike traffic in the area. I could go on, but will say that in a practical sense this trial is in no way safer and had the residents been consulted with they would have told you this straight away. Instead you have wasted their money on a solution to a problem that doesn't exist. Bravo!
28	The trial makes no sense. I cycled down Elizabeth St regularly to and from work and it was never unsafe. This seems like more council ideology being pushed through to the harm of local residents and retailers which would be better served spending time and money focused on services to residents. City of Yarra needs to stop with the ideology driven anti car agendas.
29	Thanks for this upgrade. It's made my occasional ride between Collingwood and Richmond safer and much more enjoyable than it used to be. Would love to see a smoother Coles Terrace to make the connection to IKEA / Burnley Street easier! Thanks again.
30	Works great. Can we have Highett St as well.
31	Why are these trials being undertaken without any community consultation? It is a lot of money to spend at a time of a pandemic when council is still planning to increase rates to cover costs of these type of trials which are not being undertaken as a result of community consultation but rather to further one or two councillors personal agendas at the cost of ratepayers who are struggling already with the economic costs of the pandemic.
32	Unsafe - the bike lanes are far too wide & the street is now too narrow- it's clearly unsafe. There is nowhere to pull to the side for the many emergency vehicles that use Elizabeth st which is very close to a major fire station. The way the council shows complete disregard for residents is unacceptable- there should have been a lot more discussion before the trial even began
33	I don't not to be anti change in Richmond but to implement changes with no warning and expect me to know what to do is alarming, I'm not sure who has priority...I can see a lot of drivers unsure and I can see the whole barrier system being knocked down like ten pins within the year. Continual lack of communication is a disappointment.
34	City of Yarra, firstly I need to say this. You can make up all your flashy website on this trialling a better Elizabeth Street crap. But if I were you right now I'd be very embarrassed to say the least, it's stirring up a good laugh right now, and a lot of shaking heads. How

Attachment 3 - Attachment 3 - Community Feedback

	<p>one of you or a few of you sat down and said yep let's put cars in the middle of a small road, oh but wait let's just take away all the parking on the other side in a high density residential area. I don't think you people understand the massive issues you have created for many many residents especially many elderly and vulnerable people, people who rely on carers and family for support. If you had asked, this would not of happened. But then again that's exactly why you didn't care to ask this community. It would never of happened if we were informed of these proposed changes. In the past week I have spoken to a few bike riders, I got the same response each time, "we had no problem with the way it was before" and that it's a safe road to bike. We as a community collective will continue our fight against this absolutely mess and complete waste of taxpayers money. I have spoken to many residents lately and I have to say, not one person had anything nice to say about your council. Isn't the councils for the people, for its community, if not what's the point of it all. One more thing, hundreds of residents in the five high rise building's many walk up flats and all the adjoining streets including Vic street, you people do know we all have family and friends and carers and support workers etc etc.</p>
35	<p>I travel through this area for work and also (ordinarily) to hang out with friends after work- the trial is wonderful and has really helped my nervous mates to give cycling a proper try, especially here as it connects us well. Please keep it, please add more! It's been really nice (before lockdown) to have my friends feel they can join me on a local trip and feel safe.</p>
36	<p>Please make this permanent.</p>
37	<p>Great work by the council to make cycling safer. This will especially encourage more female cyclists (myself included). This is an extremely busy cycling route connecting city to the suburbs. Thanks for giving it a go.</p>
38	<p>Imperative residents are consulted prior to these trials & changes ... council needs to listen to residents who lives these issues !</p>
39	<p>These changes, without prior resident consultation are disgraceful. The comments and safety issues raised here are reasonable and sensible. Anything other than the quickest reversion on Elizabeth St is unacceptable. Listen to your residents, fix this! Residents are keen to shape the future but let's do it together to ensure the right balance.</p>
40	<p>These changes, without prior resident consultation are disgraceful. The comments and safety issues raised here are reasonable and sensible. Anything other than the quickest reversion on Elizabeth St is unacceptable. Listen to your residents, fix this! Residents are keen to shape the future but let's do it together to ensure the right balance.</p>
41	<p>Great idea safe travel very reassuring, thank you.</p>
42	<p>Hello,</p> <p>I am really supportive of this project and the trial being made permanent.</p> <p>This is a key commuter street for people cycling into the CBD and back but also a good connector route throughout Yarra. I live in Abbotsford and use part of Elizabeth Street to access the Albert St bikepath.</p> <p>These improvements on Elizabeth St greatly improve the safety of the street for cyclists. I</p>

Attachment 3 - Attachment 3 - Community Feedback

	<p>am so happy to see road space start to finally be reallocated for uses other than driving cars or car parking.</p> <p>Please make this permanent & keep up the great work.</p>
43	I think this is an unnecessary measure and has a significant negative impact on residents.
44	<p>These bike lanes are unsafe. Where's the evidence that they improve safety on Elizabeth street? All I've seen in near accidents as drivers attempt to get out of their parked cars. This is not an improvement, this is a nightmare.</p>
45	<p>These bike lanes are unsafe. Where's the evidence that they improve safety on Elizabeth street? All I've seen in near accidents as drivers attempt to get out of their parked cars. This is not an improvement, this is a nightmare.</p>
46	<p>This is a great improvement and I hope it becomes permanent and the same treatment is applied to other streets in the municipality. Greater safety for riders and walkers and less congestion and pollution for residents.</p>
47	<p>In response to many complaints:</p> <p>Couriers, taxis etc.- they weren't permitted to double park in the previous door zone bike lane but did. The concerns seems to be that double parking is now difficult.</p> <p>Disability access - people with mobility challenges find protected bikes lanes safer. Perhaps stop couriers and others from parking in disability parking spaces.</p> <p>Elderly/ vulnerable people and safety due to a bike lane - this is a furphy. A bike lane has been moved. It's not like there is an additional increase in high speed motor vehicles. The footpath is still intact. Hopefully they will feel safe enough to ride a bike.</p> <p>Tradespeople - is the concern that tradespeople can't double park/ stop in the door zone bike lane?</p> <p>Residents - I agree that losing a car space out the front is inconvenient. But there is a need for inner city residents to transition to sustainable transport options. It is no longer realistic for public inner city land to be used for private car storage.</p> <p>Access to temples, public health, schools, etc - the point of bike lanes is to provide safer, sustainable and cheaper transport options to access these services. Private car ownership is expensive and is only for those with a licence.</p>
48	<p>I don't think Elizabeth St should have a seperate lane for bicycles, It's never been an issue on that street , I often drive pass and park there, no problem and traffic is good, love that street. But now since having the trial , the street is so narrow and dangerous bad for bigger vehicles. Not happy with the council's decision. Elizabeth Street should stay the way it was.</p>
49	<p>To whom it may concern.</p> <p>Although I do not live in the area, I often used to go there (before the lockdown, obviously) to see a friend of mine who lives there. In my opinion, even though as a cyclist I fully embrace projects aimed to the realization of dedicated bike lanes, I believe that in this specific case the project is totally inappropriate.</p> <p>It is realized only on a total length of approximately 800 meters hence it is a very short stroll with a bicycle;</p> <p>all along the street there are plenty of residential blocks and units with thousands of</p>

Attachment 3 - Attachment 3 - Community Feedback

	<p>residents living the area with many of whom own a car and those who are not enough lucky to possess a private parking spot or garage are in the need of parking on the street as well as all of those who, like me, would like to pay a visit to parents, grandparents, relatives, girl/boyfriends, friends or simply tradies who reach the area to perform their duties, this new layout of the street makes it very difficult.</p> <p>It is for all the reasons above mentioned that I feel obliged to advice against the implementation of the project.</p> <p>Furthermore, I would like to draw your attention to finding a more appropriate area for the realization of dedicated bike lanes.</p>
50	Great initiative. Keep up the good work!
51	<p>Congratulations on implementing the pop up lanes here. I hope the trial remains in place for the full year then becomes permanent.</p> <p>This worked for Montague Street South Melbourne ; safety is key and free space to cycle necessary. Must change culture mind set and encourage cycling (a gen Xer still fighting the can thrown out the window by the old cranky driver- used to be tradesman big M) and diffuse car focussed aggression. I cycle , drive etc in the area.</p>
52	<p>This worked for Montague Street South Melbourne ; safety is key and free space to cycle necessary. Must change culture mind set and encourage cycling (a gen Xer still fighting the can thrown out the window by the old cranky driver- used to be tradesman big M) and diffuse car focussed aggression. I cycle , drive etc in the area.</p>
53	<p>I am contacting you in regards to the recent changes made to Elizabeth Street which have occurred in recent months. With the updates now including safer bike lanes, I am usually a big supporter of this move to protect the safety of cyclist as I am on. Having said this, the changed that have happened I feel have become increasingly dangerous for drivers. In the few times I have been required to travel by car since the installation, turning right from Regent Street has been an issue with the parked cars now further out into the street and making it quite a blind spot to see oncoming traffic. In order to see the oncoming traffic i have had to pull way out and through the bike lane and almost into the driving lane itself. It is essential for me to take this route to access my house from Hoddle Street (travelling north) as it is not possible to turn right directly. The only alternative is to continue through up to Victoria Street, which seems to always be jammed with traffic where there are two sets of lights close to together.</p> <p>Whilst this is only quite a small matter, the greater matter is the removal of driving road width as well as parking along one side of the whole street.</p> <p>Elizabeth Street has increasingly become a thoroughfare for people wanting to avoid Victoria Street I've noticed over the past few years, and if anything I am very thankful for the speed humps. However when there are problems with the tram lines along Victoria Street, Yarra Trams run busses along Elizabeth Street, which will make it quite a squeeze for oncoming traffic.</p> <p>Along with the issue of the oversized vehicles, there are now little to no turning points for drivers to make. At present it seems the only place is either at intersections or in the driveway of the apartment building where I live (numbers 65-67). On a technicality this is private property, however we are now seeing a major increase in motorists not just pulling up but also pulling in and driving up the driveway to turn safely at the end, and then drive back out on to the street. My biggest concern is that there are small families</p>

Attachment 3 - Attachment 3 - Community Feedback

	<p>who live here, and are using the space to keep their children entertained and exercised during this lockdown period.</p> <p>As well as becoming a place to turn around, I also have a car space included in my rent which I have come home to find occupied by unknown locals. With the decrease of parking, motorists have taken it upon themselves to park wherever they feel and the locals are having to park their cars blocks away. It will also become a major problem once visiting friends and relatives is available, as there is no parking left for any visitors at all. And in vanity, it looks awful. It is safe to say that North Richmond isn't exactly scaling the heights of beautiful and desirable neighbourhoods, and the addition of these new fluoro bollards are just not helping the situation. The new trees - stunning! And the street will really benefit from these in a few years.</p>
54	<p>Fantastic Change and trial. Definitely some areas that could do with tweaking but think they have been sufficiently highlighted/ somewhat out of council's hands (Re: slip lanes on state roads)</p> <p>Lots of comments highlighting loss of parking, potentially warranting discussions into additional/changes to permit parking for residents (however I was personally under the belief this was already the case). Like many other road based projects the use of a parking survey such as the one conducted on Sydney road may help address these concerns /potentially help address sock puppet accounts (both for or against) in an objective evidence based manner.</p> <p>Regardless inner city Melbourne is generally shown to have an overabundance of parking (CoM data for recent transport plan). If parking is an issue at this location given close proximity to the public housing towers, Local residents should be prioritized over general/ free parking.</p>

Specific Feedback on Your Say Yarra – Trialing a Safer Elizabeth Street	
Respondent	Comments
55	Cars drift in to the bike lane here as they enter Elizabeth St, separation needs to be built to the intersection to reduce this conflict.
56	Uneven bike lane surface due to tree roots lifting the bitumen.
57	This intersection connects Elizabeth Street to the nearby drug market of Lennox Street. Many drivers are under the influence of drugs. Please close the southern approach of this intersection to provide a safer outcome for the vulnerable pedestrian users, people of reduced mobility and children.
58	The transition between Albert St & Elizabeth St need significant improvement to ensure safety for cyclists
59	Please consider the continuation of this route on Baker St. Presently a narrow street with parking. It needs to be made safer, and not attractive to "rat-runners". It should just be for residents and cyclists. Maybe partly block Johnson St (at the east end of Baker St)
60	There is no parking after 7pm without a permit west of Lennox St. How are residents with visitors, guests or carers meant to feel safe when they have to tell

Attachment 3 - Attachment 3 - Community Feedback

	their friends, elderly parents that they have to park outside the housing commission flats just around the corner from the safe injecting facility?
61	No residents were consulted prior to the implementation of this trial - worse than this, resident (and their guests/visitors) safety wasn't even considered in the proposal. How can this occur? Do you not care about residents safety?
62	No residents were consulted prior to the implementation of this trial - worse than this, resident (and their guests/visitors) safety wasn't even considered in the proposal. How can this occur? Do you not care about residents safety?
63	Cars frequently impinge on bike lane, both when moving and when stationary at red lights
64	When riding east along Elizabeth Street, cars often stop to allow west-bound traffic to turn right into Shelley Street. These vehicles often cut off vehicles and pedestrians, mostly because of poor visibility.
65	The surface treatment in this area is really poor - it's uneven, the lines are faded etc.
66	Improving cyclist on Lennox Street to Victoria Street Street is a great way to create passive surveillance and a safer environment. Improving the surface treatment would be of further benefit. I would advocate for greater cycling facilities along Lennox Street in future to also improve passive surveillance around the housing blocks, the medical centre and safe injecting room.
67	Between Lennox Street and Church Street is more pleasant than the stretch between Hoddle Street and Lennox Street. However, creating continuity of protected bike lanes along Elizabeth Street will make the whole experience more enjoyable and attractive. Particularly by installing protected lanes.
68	The slip lane for bicycles approaching the traffic lights is too narrow and often encroached on by vehicles. It is intimidating to weave your way to the lights on the slip lane when at any moment the lights may go green and you will be pinned between accelerating traffic and the gutter.
69	I would agree with the comment on extending the lane along Baker Street. I find riding along this stretch of road to be far more intimidating than Elizabeth Street. The street is incredibly narrow, filled with parked cars and often used by rat-runners using back streets to gain time when heading east/west
70	The bike lane needs to be wider, and seperated in this divided section. It's dangerously narrow, and encroached on all the time by cars.
71	Wonderful plan, thank you council for proactively caring about residents on Elizabeth Street and the many people who ride bikes along it. Kudos.
72	Great initiative by the Council. This is a well used road by vehicles, bikes and pedestrians so the more we can do to create an effective shared built environment, the better.

Attachment 3 - Attachment 3 - Community Feedback

73	The new bike lane here works much better but I agree cars still impinge on the bike lane. A longer priority green light for cyclists would help here going into elizabeth street and away from elizabeth street.
74	Priority for bikes lights would improve the safety of turning at this intersection.
75	I agree with the comments that cars do impede on the east bound cyclists when they're turning left into Hoddle, but this formation where the cyclists and cars swap positions feels before the intersection feels much safer than when cars to "turn over the top" to make a left turn, such as the new formation when heading west, going uphill on Albert St, when cars turn left onto Clarendon St. This is a horrible feeling as car drivers and bike riders try to anticipate who will go, the bike going straight or the car turning left. On the bike, I am constantly nervous at this junction.
76	Needs dedicated bike signals at traffic lights to 1. Register when bikes are waiting 2. Aid right turn onto Elizabeth St from Lennox St
77	Brand new storm water grate has been installed with slats running in the direction of bike tyres, not across. This puts a bike on-rails with risk of falling off due to cars hogging the space.
78	Road works currently on, with leaf blowers and power cutter since 11pm. It's now 12am and was just told by a worker that they will be going for another half an hour. He also said they will be doing this for the next few nights. My household has not been informed of this. Please address this immediately. Thank you
79	It's 12:30 on Sunday night and Road art line markings are doing works and making a lot of noise. It's unacceptable for residents to be woken up this late when works where meant to be completed between 7am and 5pm
80	Great idea thank you!
81	Cars are stopping at the end of the lane, and then reversing into the bike lane to park and wait for people in the housing commission. Some sort of baffle needs to be placed here to stop cars reversing into the bike lane.
82	Watch out for bikes sign affixed to electricity pole has corner at eye height and is so large it protrudes over half the footpath. This *will* cause a bodily injury to a poorly sighted member of our community and needs to be changed very quickly to be pedestrian safe.
83	I am a courier and couldn't deliver a package to Elizabeth St as there was literally nowhere to park within 200m of the house I was delivering. How on earth was this not considered? You are depriving residents of basic provisions!!!

Attachment 3 - Attachment 3 - Community Feedback

84	Why on earth did you remove parking along elizabeth st?? Where on earth are locs supposed to park?? All those living in public housing rely on available parking along elizabeth st and now you taken it away for cyclists? They're always running reds . Using phone. Riding no hands . Pay no road tax. No rego. Yes they own cars to its not the same to 800 rego per vehicle. Did you even ask us residents about this transformation?? Literally no parking. Time and time again council spending millions on public parks for junkies. Free wifi for junkies. Yet u cant even clean up the mess that they leave. Oh taxpayers again. This bicycle lane is absolutely inconsiderate for locals. Did elizabeth st or Lennox st residents even ask for this. Just like the injecting room you keep refusing opinions of locals. Such a damn shame
85	Why on earth did you remove parking along elizabeth st?? Where on earth are locs supposed to park?? All those living in public housing rely on available parking along elizabeth st and now you taken it away for cyclists? They're always running reds . Using phone. Riding no hands . Pay no road tax. No rego. Yes they own cars to its not the same to 800 rego per vehicle. Did you even ask us residents about this transformation?? Literally no parking. Time and time again council spending millions on public parks for junkies. Free wifi for junkies. Yet u cant even clean up the mess that they leave. Oh taxpayers again. This bicycle lane is absolutely inconsiderate for locals. Did elizabeth st or Lennox st residents even ask for this. Just like the injecting room you keep refusing opinions of locals. Such a damn shame
86	Waste of money. Take away. Just like injecting room. At least listen or ask first before u try. But no stuff locals lets build this to waste money. Over 30 years areas gone worse. Tell us something useful. Cctv used to watch us not protect us.
87	Hi. I've been a long term local resident, cyclist and paramedic and whilst I support innovative design concepts and upgrades, I have several questions and concerns regarding this project. 1) What will the total cost of the project be? 1) what data do you have on existing bicycle safety issues on Elizabeth street and how is the new design aimed to improve bicycle safety? 2) what justification is there for significantly reducing parking for nearby residents and shoppers who may wish to visit victoria street precinct? An area which is already suffering massive economic and social decay? 3) riding closer to the gutter is often a more unsteady surface and prone to debris, drain grates and passenger side car dooring due to it being an unfamiliar system for the majority of car passengers when exiting a vehicle. What evidence is there in Australia which supports this frogger style of road / path system?
88	Loving the bike lanes. Working really well, no issues with traffic. Street parking is fine.
89	This left turn at this intersection is very dangerous now as it is very hard to see cyclists coming from the far inner lane
90	The parking lanes are so narrow that it's difficult and dangerous to exit the car on both sides as passengers have to watch for cyclists on the left and the driver has to watch for cars on the right. There's just not enough space to open your door

Attachment 3 - Attachment 3 - Community Feedback

	and especially with kids existing the car, is very dangerous if they are unaware of oncoming cyclists. It is also very dangerous when trying to get out of a parking spot as the outer traffic lane is so narrow that you have to turn out onto the oncoming traffic lane too.
91	Terrible initiative. Parking spaces have been reduced significantly, with parked cars having narrow spaces. It's a hazard for people to try and get in and out of their cars when vehicles are driving past. Yes there isn't much traffic now due to Covid, but once it's over, how will people get in and out of their cars safely? Also, due to the narrow roads, cars will easily swipe side mirrors causing further damage and hassle for the owners of the parked vehicles.
92	Parked vehicle owners can't get in and out of their cars without worrying about significant safety issues.
93	Parked vehicle owners can't get in and out of their cars without worrying about significant safety issues.
93	Not sure how much research went into this, it's probably going to be more hazardous for people to get in and out of their cars now. Cyclists had their own bike lane already, it's not like they weren't given any spaces to ride in the first place. How many bicycle accidents were reported? how many deaths? how many vehicle damages were there? Pretty sure you're going to see more injuries and vehicle damages because of this. Due to Covid, there isn't much traffic atm, but once it's over, what will happen then? between 7am-9am, the traffic is insane down this street, with the narrow roads/parking spots, people won't be able to get in and out of their parked vehicles. This is ridiculous.
94	The driving lanes are so narrow that now when the fire trucks from the station at the corner of Elizabeth/Church St drive towards the city, they are often using both lanes and are driving into oncoming traffic which is really dangerous.
95	You absolutely need to decrease the size of both bike lanes and create a space between the parked cars and the cars driving inbound. The parked cars open their doors into the lane the cars are driving - completely unsafe for both the people getting in/out of their cars and the cars driving inbound. AND the yellow infrastructure in place looks atrocious.
96	You absolutely need to decrease the size of both bike lanes and create a space between the parked cars and the cars driving inbound. The parked cars open their doors into the lane the cars are driving - completely unsafe for both the people getting in/out of their cars and the cars driving inbound. AND the yellow infrastructure in place looks atrocious.
97	Why not look at what is in place and working perfectly when you cross Hoddle Street into E Melbourne: you have footpath, parking, bike lane, road. Perfect.
98	There are many serious problems with this trial of bike lanes: 1) In December 2019, City of Yarra Councillors endorsed this trial without any regard for, or consideration of the safety and wellbeing impacts to residents, visitors and those with mobility limitations.

Attachment 3 - Attachment 3 - Community Feedback

	<p>2) The presence of the Medically Supervised Injecting Room (another trial) on 23 Lennox St has resulted in more than 300 visits per day. This provides critical context for all proposed infrastructure changes.</p> <p>3) The complete removal of 66 parking spaces (from 150 to 84) has immediately had a material detriment to local resident's lives.</p> <ul style="list-style-type: none"> - An increased distance that residents and visitors have to travel to get to their properties has the potential to put their safety at risk. - Elderly residents now face additional deterrents to visitors and carers due to the difficulty of 'walking' to their transport. - Courier services and delivery trucks have already found themselves unable to stop safely near their target location.
99	<p>This trial is simply unsafe and poorly designed.</p> <p>Myself and my family are no longer able to park outside our house. When we can secure parking on Elizabeth street we open our doors into oncoming traffic - one side cars and the other side bikes. When side street parking is available, we feel scared walking the 200m to our house, especially during the evening and when there are so many drug affected individuals in the area. Furthermore not everyone is able to walk those 200m or ride a bike for that matter.</p> <p>This is unfair and unsafe for residents who were not consulted at all before these changes were made and have material effects on our already difficult lives on Elizabeth Street.</p> <p>This trial does not make Elizabeth Street safer but does the exact opposite.</p>
100	<p>With new bike lanes, it's unsafe and inefficient for residents</p>
101	<p>I am wheelchair bound. I had a doctor's appointment and while getting out of my car was nearly run over. The lack of buffer zone between traffic and parking is incredibly dangerous and it is only a matter of time until someone sustains a major injury or even worse. This is just simply unsafe.</p>
102	<p>Has anyone considered residents coming in out and of the public housing? and where we can go to pick up deliveries? Meet Ubers/shared transport? I feel like the only thing that has been thought of here is cyclists - nothing about residents, nothing about public housing tenants. Are we invisible?</p>
103	<p>Thanks so much for this! I'm a local resident and it's made my life a lot easier. Please ignore the anti-cyclist comments (most of which are probably from the same few people) and keep this in. There are plenty of places to park around here. This is just one street where SOME parking has been removed - that leaves the other 99% of nearby streets unaffected. Is it too much to ask??</p>
104	<p>I often drive down Elizabeth St on my way to work – the way the street has been changed has made it unsafe for drivers and everyone using the road. There was a fire truck coming down the street the other day and I had nowhere to pull over to let it go past. I almost had to drive into the barriers and damage my car. This is crazy – who designed this!!</p>

Attachment 3 - Attachment 3 - Community Feedback

105	This is the most unsafe turn in Melbourne. It puts pedestrians, cyclists and motorists at risk. When turning in either direction out of regent street you basically have to get 50% of the way across Elizabeth street to be able to see. Was anyone other than cyclists considered when designing this? It looks horrid and it's completely unsafe and impractical for residents and users of the street.
106	I have been driving down Elizabeth Street every day for many years. The rearrangement of the street is inefficient and dangerous. The car lanes are now too narrow so oncoming large vehicles take up more than one lane. It's an accident waiting to happen
107	This is incredibly poorly designed, doesn't consider residents and I have never ever felt more safe travelling in Elizabeth Street, by any mode of transport
108	I am a social worker and often visit the area to work with elderly and at risk patients. The drastic change to parking and parking restrictions are completely illogical and inconsiderate. Were these needs considered? The social welfare of your residents is at serious risk here. These needs to be immediately ceased
109	I ride regularly down Elizabeth Street and pre-covid commuted there every day. There was never any problem and this design is egregiously out of control. It doesn't change any of the intersections where cyclists cross, it clearly has made life difficult for residents and in an area that is already so vulnerable and dangerous. This is less safe for everyone
110	<p>There are safety issue with the new bike lanes. There are line of site limits when coming out of side streets. Need to go to middle of street before oncoming traffic can be seen.</p> <p>The centre carriageway is narrow and there will be more car-car bingles. Cars reversing into parking spots will hold up flow of traffic.</p> <p>The northern side of street residents have lost 66 parking spots and have limited access for residents and deliveries.</p> <p>The residents have not been consulted at all about how the new lanes might impact on amenity and safety.</p>
111	Bad design. My Nana (who has lived in the area for 30+ years) didn't feel safe driving down the street. Was anyone asked about if this would be a good idea?
112	There appears to be no redeeming features in this trial. I was trying to cross the road today and had to basically walk to the middle of the road (across the bike lane) to be able to see if there was oncoming traffic. This is just so poorly designed I can't even begin to comment on how dangerous and bad this is!
113	It's absolutely terrible that this got rushed through without local community consultation.
114	I had to run an errand the other week (going between Collingwood and Richmond) and found the new bike lanes an absolute dream compared to the

Attachment 3 - Attachment 3 - Community Feedback

	previous set-up. My partner and I were able to ride comfortably side-by-side, safe from the traffic. All that's missing is a straighter run from Baker St to IKEA. Maybe smoothing out Coles Terrace
115	Hard to see traffic when Crossing the road
116	I live here more than 30 years, pay rates and help neighbour. This is terrible. I cannot access my house - where delivery park? Why take car park? You don't ask residents, this is shameful. Who represent us?? Not you council!
117	The previous bike lane put cyclists at incredible risk of being doored while riding along this very popular cycling route – these new improvements are fantastic and will greatly aid in people of all ages and abilities to safely use active transport in the neighbourhood. Thanks City of Yarra
118	This trial might be ok for the handful of cyclists that ride down Elizabeth st but what about the safety, wellbeing and lifestyle of the more than 5000 residents, business owners and visitors of this street. This has not been considered at all and our everyday life has been turned upside down and the street ruined. Why are the residents always last to know when they are the people being impacted the most? This trial needs to end now!
119	Where are visitors meant to park, especially in such an unsafe area? Residents will suffer.
120	When traveling along Shelley street towards Victoria street at the Elizabeth street intersection you can't see traffic traveling on Elizabeth street towards the city and limited visibility to see traffic the other way also. The intersection is already dangerous and the current position is likely to increase risk of collisions. We have already lost access through other nearby alternative streets and the existing one way streets.
121	The width of these so called temporary lanes are too wide. Allowing cyclists to come up the inside a cars turning left and where there is a blind spot due to the excessive width of the bike lane and most cyclists don't follow the road rules and move to the right of the turning cars creates a significant safety hazard. Further the excessive width of the bike lanes means that the width of the road is barely wide enough to allow cars to travel in each direction. If a car had to pass a vehicle that hasn't been parked completely within the parking lines, it must move onto part of the other side of the road which is also a significant safety hazard.
122	Terrible idea and design. I can't believe residents weren't consulted prior to this trial commencing. This has a tangible effect on our every day lives. There is nowhere for couriers, caregivers and other services to park now. Even driving down Elizabeth Street is dangerous as those yellow hazard polls make it difficult to see oncoming traffic when turning into Elizabeth Street. What a disaster! Residents are the ones paying the price and no one seems to care. Please listen to us.
123	The cycling lane trial is a wonderful improvement for cyclists' safety. I use this route to get to work and also to get to the CBD for medical appointments. It will

Attachment 3 - Attachment 3 - Community Feedback

	become a great cycling route for city access (when commuting returns) and it's kept heaps of space for safe parking (without the threat of being hit by a cyclist). Well done City of yarra!
124	Driving down Elizabeth Street you can no longer see pedestrians crossing due to the large yellow hazard boulders. I nearly ran someone over today due to poor visibility as a result of this. These boulders are dangerous for pedestrians.
125	The safety and lifestyle impacts of this trial for residents are serious. Now residents, visitors and motorists are left with nowhere to park, nowhere to receive packages or have easy access to taxis or ride share. This area is dangerous enough as it is and now the council has just made life more dangerous for us. Why should our, the residents of Elizabeth St's safety always be compromised.
126	I am a congregant at the Buddhist temple on the Elizabeth St, I feel vilified. Where are my 80+ year old worshippers going to park? Has this been considered at all? This is racial vilification to the highest degree. You should feel ashamed, that beyond COVID you will be preventing people from practicing their faith. Please remove this immediately
127	Why is there so much importance given to cyclists over motorists? This will be just another lane for cyclists to race along to get their quick fitness fix before work. Meanwhile the design will affect residents with their day to day lives
128	It's great! The previous setup was so dangerous with car dooring - and most of the parking in Richmond has been retained. I think this is fantastic.
129	I use Elizabeth St often as a pedestrian, driver and cyclist - across all three modes of transport these changes make no sense. They make everything more dangerous, visibility is impaired - crossing the road as a pedestrian is a hazard as you basically have to cross half way out before you can see if there is oncoming traffic. As a cyclist it really hasn't improved anything as the danger remains the same at all entry and exit points from the street in every direction. A small lobby group advocated for something that you spent \$400K on without asking one resident and literally making it worse for everyone
130	I have attend my temple on Elizabeth St with my parents for as long as I can remember. You have removed half the parking on the street and made access to our temple extremely difficult for those of us who can't walk long distances, without asking or considering us. How can a council racially vilify it's residents? We feel oppressed and cannot believe this has happened. You are actively discouraging people from practicing their religion, shame on you.
131	Maybe just write I am a cyclist and commute daily down Elizabeth st to work at a nearby hospital in my capacity as a frontline health worker. I have never been more embarrassed or ashamed of the gross waste of rate payer money that has been used in drastically changing the structure of the street without any regard for residents. As a cycle this doesn't change any of the issues at any of the cross sections, entry or exit point to the street in any direction. This is an example of a small cycling lobby

Attachment 3 - Attachment 3 - Community Feedback

	group that give the rest of us a bad name on unnecessary infrastructure that doesn't care about anyone else
132	This trial continues to cause enormous unrest and anxiety for residents. Everyday our safety is compromised and everyday we feel like our council doesn't care about us. You have made a dangerous area much more dangerous with no regard for residents, shame on you
133	I live in the public housing and do not feel safe parking my car in the car park provided. Why? Because there are literally drug deals taking place there every day. We report to the police, we ask for help - but nothing. Now you force us to put me and family in danger. Where do I park? Further away from my house. This trial blatantly and deliberately ignored residents and ignored safety. For the benefit of what? This must be reversed ASAP
134	I don't understand how this trial could have been approved without any formal feedback and no consideration for residents. It is unsafe and unjust. Speak to anyone who lives, works or visits Elizabeth Street and they will tell you how terrible this is for them from a safety and lifestyle perspective. What a disaster and waste of rate payers money.
135	I commute frequently down Elizabeth St. I have done this less frequently now because of COVID but couldn't believe what happened to the street when I was there today. The ability to catch an Uber after getting off the train is impossible - where can they safely pull over? I also don't feel safe crossing the road on foot or on my bike as you have to come out so far to see if cars are coming. This seems really poorly planned and very unsafe for everyone. I can't imagine how those that live in the street feel. Please revert this before normal commuting resumes, there are many accidents waiting to happen.
136	This is a very popular route for cyclists from Richmond to the CBD and as such a sensible choice for a trial. I have used it 4 times a week as a commuter heading in both directions and it has improved this area - especially when riding with my daughter. I also made one trip in the car and couldn't fault the changes.
137	I regularly drive through Elizabeth St to get to work in the city and what was a normal mundane commute has become a serious hazard for anyone using the road. I have had two instances in the last three weeks where I've had to slam on my brakes - one from a driver getting out of there car that I couldn't see because of how crazily narrow the road is, the other from a bike that cut in front of me when they were quite correctly trying to turn right into Shelley St - coming from inside parked cars across two lanes of traffic and another bike lane to complete their turn... this is just insanity. It's a residential street that was working perfectly for all - and now it's a dangerous minefield for anyone that uses it.
138	We can't see the incoming cars from Elizabeth street when driving out of Regent st. This is a serious safety concern!
139	I am a doctor and I have grave concerns about this trial given the impact to my professional colleagues and residents. The lack of parking and disability access

Attachment 3 - Attachment 3 - Community Feedback

	detracts people from attending medical clinics, making it much harder for them to get treatment and this is in no way community minded
140	<p>Poorly thought out solution that will create more problems then the issues it attempts to remedy.</p> <p>Already severe parking shortage on this street!! How will those (Many elderly) attending Temple have access without parking?</p> <p>Terrible.</p>
141	<p>Poorly thought out solution that will create more problems then the issues it attempts to remedy.</p> <p>Already severe parking shortage on this street!! How will those (Many elderly) attending Temple have access without parking?</p> <p>Terrible.</p>
142	<p>For many years I have driven and parked in Elizabeth Street. The recent changes to the street have created significant safety issues for drivers. The new bike lanes are far too wide resulting in a dangerously narrow parking lane on the south side of Elizabeth St. The road lanes in both directions are now too narrow for large vehicles and delivery trucks to negotiate safely.</p> <p>Where can I now park in the evening when I visit my family in Elizabeth St? The parking is only for those with permits or for fit and athletic people who can walk long distances. I am not in either category!</p> <p>It was so much better before for cars and parking and I urge the council to reverse these illogical, unnecessary changes.</p>
143	<p>It's staggering to believe that this ill considered idea may potentially be actioned.</p> <p>The lack of pragmatism is astonishing. The hardship that this will cause residents and their visitors should not be understated.</p> <p>Nowhere to park, all in return for what may well be, relatively, the world's largest bike lanes. Absolutely minimal upside is traded for a myriad of problems.</p> <p>Maybe this is some kind of twisted, permanent social distancing ploy as it will making visiting by car nearly impossible? Scary.</p> <p>And let's not forget the social and cultural insensitivities (correction: discrimination). Good luck safely accessing the area if you have a physical disability.</p>
144	<p>This trial has been going on for a few weeks now and it's been terrible for all residents of Elizabeth Street. Our safety has been compromised. It is incredibly inconvenient and the enormous bike lane is hardly ever used by cyclists. Why do</p>

Attachment 3 - Attachment 3 - Community Feedback

	<p>residents always come last when we are the ones paying the rates. This is not fair and not safe.</p>
145	<p>The changes to Elizabeth St do not consider all users of the street. As an older person with some mobility issues, I no longer feel safe when I visit the area.</p> <p>The parking lane is so close to the traffic that I feel vulnerable when I'm getting out of my car. With parking only available on one side of the street, spaces are at a premium and I often must park elsewhere resulting in a long and difficult walk.</p> <p>It seems to me that Elizabeth St has undergone major changes to suit a group of fit, young cyclists. The needs of older residents and visitors to the area have been ignored.</p> <p>Please reconsider these changes before a serious incident occurs as a consequence.</p>
146	<p>I use Elizabeth Street to cycle to North Richmond station, and turn off to get to the station. The new changes make things so much more unsafe for cyclists, you can't see the traffic coming the size of the bike lanes is bewildering and I have never felt less safe cycling down the street as I do now. These changes are an absolute joke and don't help anyone. Get rid of them!</p>
147	<p>As a long term Uber Driver I drive all across Melbourne safely taking my passengers to their destination. This street doesn't allow me to safely pick up or drop off my passengers, many of whom feel exposed - particularly at night. I feel I put myself and my passengers at risk every time I go down this street - even if I'm just driving through. Not good enough, not safe at all!</p>
148	<p>These changes prey on the most vulnerable residents in Elizabeth Street - elderly neighbours can't get medical care, our Buddhist community can't access their temples, visitors can't park close to the houses and businesses they are going to. This goes against the most basic duty of care principals to your most vulnerable residents. How can this occur without consideration of these most basic things?</p>
149	<p>Thank you City of Yarra for ruining this street. Who thought Elizabeth St could get any worse.</p>
150	<p>As a courier driver in the local area. I find it hard work with no loading zone available. The parking situation is an absolute nightmare, this new bike lane is madness. Keep the old one which gets Used, but bring back the parking for us. Think about our safety and mental wellbeing.</p> <p>As a courier driver in the local area. I find it hard work with no loading zone available. The parking situation is an absolute nightmare, this new bike lane is madness. Keep the old one which gets Used, but bring back the parking for us. Think about our safety and mental wellbeing.</p>

Attachment 3 - Attachment 3 - Community Feedback

151	While improved bicycle mobility should always be encouraged, please ensure the needs of residents with respect to safety and disability parking are also addressed. Hopefully a workable solution for all parties can be achieved as part of this trail.
152	I provide care for my younger cousins who live on Elizabeth St. There is now nowhere for me to park and it's not safe to park on the adjacent side streets which also has a lot of permit parking. This is a dangerous area and I can't believe the city of Yarra is endangering the lives of residents and their visitors.
153	As a local resident moving house I spent days driving this intersection north on Shelly crossing Elizabeth. So so so dangerous! Sight lines are horrible, have to drive across bike lane and be in the middle of road to see oncoming traffic. Even worse at night with 1000 reflectors. Just try this crossing yourself see how bad it is.
154	Well done Yarra. This is much safer and will encourage more cycling and save lives. The complaints about parking are merely issues of convenience. And the complaints about how dangerous the area is from drug deals are surely separate to issues of transportation!
155	Imagine waking up one morning and all access to your house was gone. No consultation. No one asking you. Nowhere for an ambulance to stop, no where for removal vans to stop, nowhere for a building contractor to stop for rubbish removal or renovations and no parking whatsoever for yourself, visitors or deliveries. Would you want this if this happened to your home? Unfair and unsafe. This is not a matter of convenience, this is our reality all day and every day.
156	Thanks so much for this! is working well and much safer. There are plenty of places to park nearby for the small amount of parking removed. This is an excellent (and safer) initiative.
157	Doesn't even remotely consider the needs of residents...massive safety issue!
158	It's extraordinary to read the selfish responses of some cyclists here. This isn't a matter of bike lanes or no bike lanes - there has been and always will be 2 on this street. This is a matter of people feeling safe in and around their homes. Getting access to their property, going to their temples, going their medical clinics. The outrage on the community meeting was the most extraordinary show of rage toward a council ever witnessed in my 15 years in Yarra. The council workers responsible, who I hope are reading this need to have a good hard look at themselves. I am a cyclist and I am embarrassed what has happened here, this mistake needs to be fixed and never ever occur again. I hope the residents pursue legal action for damages.
159	Concerned about cyclist safety riding through on the inside. Plus the lack of parking options.

Attachment 3 - Attachment 3 - Community Feedback

160	I walk, cycle and drive all around Yarra, and think this new layout is wonderful. Walking on the footpath is more enjoyable because the bike lane acts as a quiet space. Cycling on the new bicycle lanes is heaps better. Driving on the road feels safer, knowing that cyclists are safely kept away.
161	Streets Alive Yarra supports the trial of an improved street layout. With over 2,500 likes on Facebook, we're building an online record of broad community support for investment in infrastructure for walking, cycling and public transport. Learn more at: https://streets-alive-yarra.org/elizabeth-street/
162	Called to a plumbing emergency today in Elizabeth Street. Unable to park my van with my equipment outside the property or in the immediate vicinity. Couldn't do the job. This is a terrible. Could the Council please attend to this immediately. I've worked in Elizabeth St many times and never had this problem until now.
163	Streets Alive Yarra trying to use this as a publicity forum for themselves is frankly disgraceful. You continue to miss the point... You cannot change infrastructure without considering safety of residents, access to property and this being the most dangerous part of Yarra (more emergency services calls than anywhere else.) Truly shameful behaviour
164	this is a terrible trial. it is unsafe for residents, visitors and businesses
165	I understand the council's want to improve bicycle and pedestrian access to the area BUT we ignoring the need for parking for residents and visitors is outrageous. Why couldn't the existing bike lane be left as is? Why do residents, service providers and visitors have to suffer?
166	Really happy to see more safe cycling routes in Yarra. This is my route from dropping my kids at school to getting to work and when lockdown ends I look forward to cycling and feeling safer on the road.
167	Completely unjustified trial. Never should have happened. Community consultation was bypassed completely. No actual reason to impact local residents or justification for these changes. Road should be returned to as it was ASAP.
168	Absolute horrendous trial that goes against the residents and is unsafe. Get rid of immediately!
169	Why weren't we told about this? This has been forced on us resident who do not want it!
170	As a cyclist who uses Elizabeth Street these changes make me feel much safer. The width of the bike lanes is great. I plan to cycle more regularly now. The protected bike lanes along Elizabeth are great however on approach to Church St the bike lanes narrows and separation disappears. Any changes should include separation from cars up to the intersection.
171	I am a social worker and these new upgraded separated lanes have assisted me in riding to and from my work place during covid-19. I think they are great and

Attachment 3 - Attachment 3 - Community Feedback

	improve safety for cyclists. I almost got doored here last year and these new lanes assist in reducing this risk.
172	<p>This stretch of road is an accident waiting to happen every hour of the day when normal life resumes.</p> <p>The five main reasons are the following:</p> <ol style="list-style-type: none"> 1.The two car lanes are too narrow. How is a MMFB fire truck, whose headquarters are at the end of Elizabeth St, and a truck going in opposite directions going to fit?; 2.There is no buffer for drivers. On-coming cars have to go into the opposite lane if a driver wants to get into the driver' s side of their parked car; 3.Except for my driveway, there is nowhere for delivery vans to park between Shelley and Lennox streets; 4. With 60 of the 120 car parks erased, residents have to park two and three blocks away at any time of the day; and 5. There was no need to construct this new bike path. Elizabeth St had good, functional bike paths that had served cyclists well and without any injuries or fatalities. <p>Elizabeth St must be rectified immediately, so that residents can get urgent relief from an unworkable council road project.</p> <p>Ends.</p>
173	As a resident of Elizabeth St, I am appalled that the council would just completely overall the street without consulting the residents who live there and PAY for these works. The parking is now in dire straights. People can't access the temple and people who are essential caregivers have nowhere to park. How about working for the residents who pay the council rates, not the cyclists who are come and gone in 60 seconds? You can do better than this.
174	There is no parking on this street for people who need to access the 3 medical centers. How are we looking after the elderly, frail and sick who might not have a disabled sticker?
175	These bike lanes are not safe. I was nearly wiped out by a cyclist once I parked and side swiped by a truck coming in the opposite direction because the lanes are so small. I've driven down this street a million times and there were never any issues before. Parking was so much easier. Now it's a nightmare. When is the council going to leave good enough alone?
176	Parking big problem now can no go to medical center. Too far from parking to side walk or parking too far away. No good park. Mother cant walk so far. Want parking like before.

Attachment 3 - Attachment 3 - Community Feedback

177	This trial has resulted in serious and significant safety issues for the residents and businesses of Elizabeth Street. I live on the Northern side of Elizabeth Street and I am due to move houses in two weeks time. There is now nowhere for removalists to park. How am I going to be able to move? Just block the bike line? Block oncoming traffic? What would happen if there was an emergency? These issues need to be addressed asap.
178	Really hard to see oncoming traffic as well as pedestrians when turning right into Elizabeth Street from Regent St or any other side street. You have to edge out all the way and completely obstruct the bike lane. This is dangerous for motorists, cyclists and pedestrians
179	Felt much safer to cycle here. Please provide more protection for cyclist on council roads like this.
180	This level of protection for vulnerable road users makes this street accomodating to all vehicle users needs.
181	Helpful signage for loading vehicles and taxis to use the facilities in Lewis Ct will help.
182	This has made it far easier (and feel a whole lot safer) for me to access facilities I need (Gleadell St market, pet store, doctor, etc).
183	Having to access CBD is now far easier and way less stressful. Will be first class route with future improvements to Albert St.
184	The signals here need to be improved in favour of walking and cycling. * automatic triggering - should not need 'beg button'. * reduce wait time north/south - inordinate amount of time wasted on east/west green time. People end up crossing against the signals anyway. * fix detection loop in ground (does not work for bikes)
185	Perhaps have a formalized hook turn here for bike users (heading west on Elizabeth and turning north on Lennox) to create a clearly communicated system. The current bike box often has north-bound car users stopped in it, a clearer system may make it easier for road users to understand.
186	As a local family without a car, this has been a huge help. I can now get around the local area with my kids and feel much safer. Feel much better they have this future link to the high school. Thanks!
187	Slip lanes are bad for those walking or riding and more dangerous. As the design evolves, would be great to seek an overhaul to this intersection. I guess doing so can additionally return more useful space to the public realm.
188	The protected lanes are a major improvement from the previous situation. Please make it permanent after the trial!
189	Mostly great. It links to Albert Street lane and so provides a safe way from my family to ride into the city.

Attachment 3 - Attachment 3 - Community Feedback

	Unfortunately a few selfish people in cars park or obstruct the lanes at intersections, etc.
190	<p>I hope this Have Your Say is taken with a grain of salt. I suspect a handful of disgruntled residents have spread their complaints as follows</p> <ol style="list-style-type: none"> 1. Think of the elderly! 2. Access for medical/ religious reasons. 3. I want to drive without looking! 4. Tradespeople can't double park easily anymore. 4. And my favourite - cyclists don't pay rego/ follow rules etc. (Despite City of Yarra initiative funded by ratepayers) <p>It is to easy to comment multiple times.</p>
191	Ratepayers should be funding my parking spot directly in front of my house not providing transportation for people who can't afford a car.
192	I will not stand by and watch bad things happen to good people. The safety and amenity of residents must be considered. This needs to be changed before a major accident or incident happens. No iterative trial should go ahead without common sense and attending to the basic safety needs of residents. Not good enough City of Yarra. Thankfully there is an upcoming election so we can elect councillors who care about residents not their own personal ideologies.
193	This is not Wellington Street. This is not Amsterdam or London. This is the street between heroin hill and ice park. It is a residential street with a number of businesses. These changes endanger the lives of residents who can no longer park outside their homes or access their properties easily. How can the City of Yarra implement these changes with no consultation and no regard for resident safety
194	No one has considered the flow on effects and impacts for traders on Victoria Street. Post COVID, less parking on Elizabeth Street will spill over to Victoria St
195	I am a young professional who works in hospitality, including services to essential care workers. My work hours vary and the changes on this street mean that I can no longer park within 200m of my house after 7pm, as I don't have a permit or onsite parking. Worse than this, nobody who visits me can either. This is the most dangerous area in Richmond and you are exposing your residents. I don't feel safe and YOU DON'T CARE! DO SOMETHING!
196	Elizabeth Street has never worked well for everybody and as a motorist I can see what Council is implementing through this trial. I appreciate I will have to drive slower and more carefully which will improve safety for people walking and cycling and is worth it. With plenty of room on the left side of parking bays getting in and out of a car is easier and without the risk of hurting someone on a bicycle with the door. I will watch with interest as the trial evolves and people get used to the changed conditions. There's never enough parking for cars so let's make sure what is available is allocated and used effectively.
197	When walking to cross the road at Little Hoddle or Regent St it is basically impossible to see any oncoming traffic you pretty much need to get to the middle of the road before you can see if there are cars coming. This really presents an

Attachment 3 - Attachment 3 - Community Feedback

	unsafe situation for pedestrians and I've seen cars trying to turn right out of Regent that have almost had an accidental T-Bone due to the same reason. Needs to go back to what it was.
198	The ability to gain access to family members' homes for the purposes of caregiving has been significantly compromised. It is inconvenient and unsafe to have to park a long distance away, particularly for elderly visitors.
199	Very difficult to park near where I want to go, primarily businesses and health services. For those with reduced mobility, I could only imagine how difficult it would be to walk extended distances where previously they would have been able to park nearby.
200	I don't want to share a public space (the road) with moving vehicles, people on bikes, pedestrians and other people. I just want to store my car in the most convenient spot possible at minimal cost.
201	There needs to be proper and open resident consultation prior to changing the lives of people it affects the most, their livelihoods and their ability to practice their religion. This area is one of the most dangerous parts of Richmond. The changes to the street make access more difficult and every day life more dangerous. This needs to change immediately.
202	So envious of Elizabeth St residents, who now have the option of riding on a safe route all the way from their front door to the city. This on top of a train station right on the street, plus one block to the tram and a block or two to the bus, is what living in Richmond should be about. Please roll out more of these in other parts of Richmond!
203	Appreciate the newly planted trees along the footpath, which will look nice once they have grown a bit and add some greenery.
204	Cruising along the new low-stress bike lane and suddenly UGH - back onto a little skinny green lane right next to cars. It's amazing how the upgraded section makes the 'status quo' section feel even scarier. I hope this corner can be improved as the trial progresses.
205	Tongue in cheek... I expect City of Yarra to provide free parking within 30m of my residence. I do not care if protected bike lanes improve the safety and health of children and less confident cyclists. I just want my car stored at public expense so I don't have to walk a bit.
206	The thing that needs improving here is the mindset of all the xxxxx who are unable to discern that 95% of all the infrastructure is already devoted to xxxxx emissions spewing metal boxes, and they've all had it far too good for far too long, and its time some other people had a chance to have a small portion of one single flipping local road infrastructure. OK?
207	A very quiet and pleasant ride, feels very safe.

Attachment 3 - Attachment 3 - Community Feedback

208	I feel much safer riding my bike than previously. I no longer get passed by cars in a dangerous manner. I look forward to the day when people of all ages and abilities can ride around inner Melbourne with safe bike infra like this. Thank you for conducting this 12 month trial.
209	Screen is a bit crowded for adding markers, but the whole of Elizabeth st is working well except for the intersections with Hoddle and Church.
210	Well done, City of Yarra. Continue to make cyclists feel safe! This model will hopefully be a long term initiative and encourage more people to ride their bike across town.
211	Happy that our kids can get around safely now without us. It's one less car on the road if we don't have to ferry teenagers around just because it's too dangerous for them to ride. A great connection for locals!
212	This is brilliant for residents wanting to make local trips by bike, so much safer and now we don't have to worry about letting the kids use their bikes to get around.
213	So much safer for residents to get around by bike now and loving having a choice as to whether we use the car or not. Well done!
214	Used to be a very scary part of my trip home each day but this has made getting around so much better.
215	I had to go and deliver medicine tonight to my mother after curfew and I have never felt more afraid in my life. There is nowhere to park, there are shady characters roaming the street and not a single resident my mum is aware of was spoken to about these changes. The impact on residents is enormous, when COVID is over this street is going to from bad to disaster. Pls put it back to what it was
216	What mayhem is going to ensue when roads get back to normal capacity. Traffic in both directions is halted when someone is parking and it is impossible to do a u turn. The design is inefficient with poor use of road space and should have been thought through before commencing this trial.
217	<p>The street has become impossible. There is no curbside parking and the elderly and disabled are unable to safely exit the car without a. The car parking in the driving lane b. Having to navigate the bike lane and it's safety posts and finally, c. Having to step up onto the curb.</p> <p>Why are the bike lanes as wide as the car lanes? The safety of drivers and passengers is also important. If anyone gets hurt trying to exit a car without being able to step directly onto the curb, there will legal action.</p>
218	Almost got hit by a car walking across the road this morning. Truly a terrible dangerous design. Literally nobody else was considered here aside from cyclists. This is absolutely insane and unsafe

Attachment 3 - Attachment 3 - Community Feedback

219	I live in the area and cycle to get around, including shopping on Victoria Street, seeing friends nearby and commuting to work. I love Yarra's cycling infrastructure and want more of it. The safer the better - the safer it is the more I can bring my toddler on my bike with me to do these trips, and the more other people will feel empowered to cycle. It is so so important that we reduce cars on the road, to drive down pollution and dangerous accidents. When trying this new popup cycle lane I also noticed how this stretch *feels* more communal and safer - because when you can see actual human beings around you, and not just anonymous metal shells (cars) whizzing past, it feels more neighbourly.
220	The negative comments in this surrounding area are general and not a good use of this map. As a resident of Yarra and frequent user of this road for cycling, driving and walking in the past, I wholly support this trial and hope it goes to full implementation. I also shop a lot at Victoria street and ride for this purpose. If traffic was reduced in the area it would be a much nicer place to shop. The intersection of Church and Elizabeth Street is also tricky for cyclists and pedestrians crossing this busy multi use street, and should be reworked to facilitate their safety.
221	This is the worst implementation of infrastructure I've ever seen. And I've lived in 3rd world countries for a lot of my life. Truly the street I lived on in Mogadishu is safer for residents than what you've implemented here. What a disgraceful waste of ratepayer money when this was not required and has caused even more problems in the most unsafe part of this LGA.
222	Woke up this morning to find my driver's car mirror swiped off. The only explanation can be this new design. Never happened in the five years i have lived on Elizabeth Street. Car lanes are too narrow. Will council pay for the damage as there was no note left
223	No parking for delivery drivers and medical couriers. I have seen the medical couriers stopping in the hike lane as there has been nowhere else for them to park and get into the many dr surgeries near this corner
224	Reduced visibility for cars trying to enter Elizabeth st. High chance of accidents.
225	The parked cars hide the bike lane and making turning on and off the street incredibly difficult and unsafe.
226	Amazing new infrastructure. Will work so well with the east melbourne bike lanes. keep it up!
227	My greatest issue with the changes concerns access. There is currently no legal way for a truck or van to get near enough to my property to unload or pick up large objects. Suddenly I can't get a skip to take away the rubbish from my recent project, or a delivery of 100's of kg of floor boards for my next. What am I to do? It is clear that the only issues considered by council before changing the street design related to bikes; not to safety, or access, or vehicles, or residents, or pedestrians, or businesses, or medical facilities or religious premises - just riders, who constitute a minority of the users of the street. The majority of users were not consulted at all before the changes were made. Not one consultation. To

Attachment 3 - Attachment 3 - Community Feedback

	claim (as has been claimed) that consultation begins after installation is appalling. I've nothing against bikers, and hope that the final result will be good for them too, but the large majority of non-bike users must be genuinely catered for as well.
228	Rode it today, on way into city, with daughter. Mostly great. Protected lane ends a bit abruptly at Hoddle. Thanks.
229	When parking on Elizabeth st, if you manage to find one. There is no safe buffer zone to either cars or cyclists. This is now an additional hazard on both sides of the car. Also as a cyclist I have had a few close calls on the approach to Shelley st from Elizabeth st as drivers cannot see into the new bike lane due to the large tree on the corner. Surely a full year trial is not required considering the increased safety hazards this has caused. In addition it is now impossible to park a truck out the front of your house if you wished to move or receive large deliveries. What are the safety implications when people are forced to cart heavy objects hundreds of meters down the footpath. City of Yarra your intentions were good but the delivery of this new arrangement required far more thought and consultation.
230	This trial is simply unsafe for residents, visitors and pedestrians. It discriminates against those that aren't able bodied and I have had two people tell me they haven't been able to get to the medical appointments at the 5 clinics on the street. This cannot continue, let alone the racial discrimination around access to temples. Please fix ASAP.
231	This bike lane needs to be removed immediately. My elderly mother cannot get out of the car and traverse the bike lane and navigate the safety poles. There is no curbside parking which means elderly and disabled cannot access friends, families and their own homes. How can we do this to the elderly and disabled?

Attachment 4 - Attachment 4 - Community Engagement

Attachment – Community Engagement and Responding to Feedback

Consultation Approach

There has been some commentary in the local community that there was no notification process prior to works being delivered and that the material issued was not in multiple languages to reflect the local community.

Engagement (prior to work starting and in first month):

- Consultation with Office of Housing re needs of Elizabeth housing estate residents
- Materials provided in foyers and lifts – all housing estate towers (4 languages translated)
- All households/ dwellings provided with A4 flyer providing background information about the trial, link to Your Say Yarra site inviting feedback and contact details for more information (includes translated panel into 4 top languages)
- All households in Elizabeth Street door knocked to check if they received information and if they require more information or have any concerns
- Corflute signs advising changed conditions on site and promoting YSY site for feedback
- Posters provided to local service providers and organisations for their front doors/foyers (translated materials offered)
- Organisations on Lennox street (school, MSIF etc) provided materials in different languages
- Social media promotion (including paid boosting to target Richmond residents)
- Yarra Life ENews promotion
- Direct emails to local organisations and Interest groups e.g. cycling advocacy groups, advisory committee
- Meetings in person with residents who raised concerns about parking access

A copy of the issued material is provided below.

Attachment 4 - Attachment 4 - Community Engagement

Trialling a safer Elizabeth Street



試行更安全的伊麗莎白街

我們正在伊麗莎白街 (Elizabeth Street) 上修建臨時試行的專用自行車道，並在尋求其他改進措施以使其更安全、更宜居。

該試行為期12個月，其中包括專用自行車道，將騎行者與行進中的車輛和停放車輛分開。為此，一些路邊停車位將被取消，但所有居民許可證停車位將保持不變。

臨時試行專用自行車道的施工將於6月22日（星期一）開始。

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Thử nghiệm Đường Elizabeth an toàn hơn

Chúng tôi đang thử nghiệm xây dựng tạm thời một làn đường dành riêng cho người đi xe đạp trên Đường Elizabeth và đang tìm những cải tiến khác để làm cho con đường trở nên an toàn và đáng sống hơn.

Cuộc thử nghiệm sẽ kéo dài trong 12 tháng và bao gồm những làn đường dành riêng cho xe đạp, tách riêng người cưỡi xe đạp khỏi dòng xe cộ lưu thông và các xe đang đậu. Để làm chuyện này một số chỗ đậu xe trên đường sẽ phải bị dẹp bỏ thế nhưng tất cả những giấy phép đậu xe cho các cư dân vẫn sẽ y như cũ.

Việc xây dựng làn đường thử nghiệm sẽ bắt đầu từ ngày thứ Hai 22 tháng Sáu.

Elizabeth lam cungah a him deuhmi hneksaknak

Elizabeth Lam cung ah a fekmi sehbing citrak lam kha chikhat hneksak ah kan vun ser lai i a him deuhmi le tiawniennak a tha deuhmi silter dingah a dang thanchonak pawl zong kan kaw quahmah.

Hneksaknak cu thia 12 a rau lai i a fekmi sehbing kainak lam pawl lam mei cawinak le a dimi mawlawka pawl sinin sehbing aa citmi pawl kha a dang tein umnak aa tel. Hihi tuahnak dingah lam cung i mawlawka dimak cheukhat kha hrawh a si la, asinain pumpeak cio nih dirtemak nawi neigehmi hrun cu ameh ning in a si ko lai.

Chikhat hneksaknak cu Cacawn Nihkhat 22 Pur (June) in thawk a si lai.

National Relay Service	Languages	中文 9280 1537	Ilalino 9280 1931	Tiếng Việt 9280 1939
TTY 133 677 then 03 9205 5055	العربية 9280 1930	English 9280 1934	Español 9280 1935	Other 9280 1940

REF 16701

Trialling a safer Elizabeth Street





Sketch impression of potential improvements to Elizabeth Street depending on trial outcomes.

We're improving the safe and sustainable travel options for our community with a trial of dedicated bike lanes in Elizabeth Street

Did you know more than 1,000 cyclists and 10,000 motorists travel on Elizabeth Street every day? We want to create a safer, more liveable street for the people who live and travel along Elizabeth Street.

What are we creating?

We're constructing a temporary trial of dedicated bike lanes in Elizabeth Street, separating cyclists from moving traffic and parked cars. This will include other improvements, such as shade canopy street trees to make the area safer and more liveable.

This will also mean there are more safe transport options for people, which will be particularly important as people start returning to work.

What will the street look like?

This 12-month trial will include parking spaces along one side of Elizabeth Street and protected bike lanes with buffer zones on both sides. Pedestrian paths will continue along both sides of Elizabeth Street and will be slightly wider on the south side between Hodde and Lennox streets and on the North side between Lennox and Church streets.

A greener Elizabeth Street

We've already planted more than 40 new trees in Elizabeth Street, providing shady green canopy cover over the longer term. If the trial is successful the final design will include a further 30 shade trees planted within the safety buffer zones.



Church Street to Lennox Street



Lennox Street to Hodde Street

Attachment 4 - Attachment 4 - Community Engagement

While the trial is underway

The trial will use temporary infrastructure for 12 months.

This allows for easy changes or removal and the chance to try it out before any long term decisions are made. At the end of the 12 month trial a full evaluation will be undertaken to determine next steps.

Building the trial area

The build is due to start on Monday 22 June and expected to take four weeks.

To maintain all access for residents and businesses, construction will happen in stages along sections of the road.

Works will happen 7am to 5pm on weekdays. There is unlikely to be noise and disruption will be kept to a minimum.

For this short period cyclists should use an alternative route.

Some parking won't change

Residents with permits will still be able to park on the street, and the same number of permit parking bays will still be available.

Off-street, disability and emergency parking will remain unchanged.

Some parking will change

We will need to make some changes to other parking. Some unrestricted and 2-hour parking bays will be removed.

Traffic studies, conducted early this year, show that up to 26% of parking on Elizabeth Street is generally available and these removals represent just 3% of currently available neighbourhood parking.

Pedestrian access and waste collection

This will remain unchanged.

Other changes

We'll be monitoring your feedback and conducting regular traffic studies to determine if any other changes are needed during the trial.

Working with you

Over the next 12 months you will have the opportunity to try it out before any permanent decisions are made. Throughout the year we'll be listening carefully to your feedback as well as conducting regular traffic studies.

Get involved

When the trial area has been built, you'll be able to provide real-time feedback and let us know how you think the trial is going.

We want to know what you like about this new road design, and what might improve it. Your input will help us evaluate the trial and, if all goes well, influence the final design.

Visit our dedicated web page

yoursayyarra.com.au/ElizabethStreet

Here you can:

- Provide feedback on our interactive map
- See more information and designs
- Sign up for our newsletter and receive regular updates

You can also email us directly

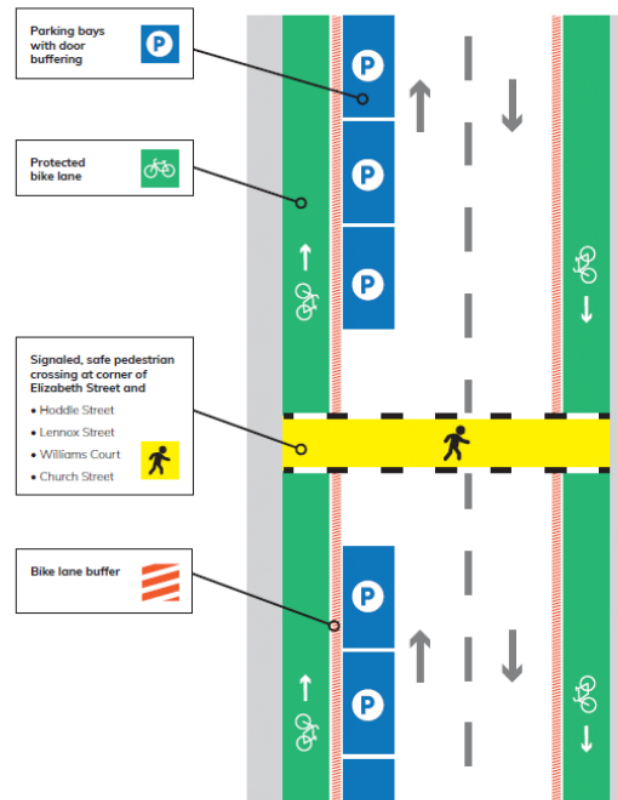
info@yarracity.vic.gov.au or call us on 9205 5555.

More information

If you would like more information on the construction of this project, contact Evan Psaros, Project Manager, Yarra City Council, on 9205 5555.

Changes to Elizabeth Street

We're making some changes to Elizabeth Street, but existing pedestrian crossings will remain the same. Please use these to cross the road safely.



Attachment 4 - Attachment 4 - Community Engagement

Responding to Feedback

Refinements and possible changes to the current design

The tables below summarise issues raised in the *Your Say Yarra* page and meetings with residents, and if these can be responded to via:

1. a minor change,
2. a significant operation change, or
3. only as fundamental design change.

Minor changes in action

Table 1 below highlights minor changes that have already been implemented (or will be implemented very soon) in response to feedback.

ISSUE RAISED	CHANGE MADE / IMMINENT CHANGE
1. Lack of disabled parking bays	One bay installed on Elizabeth Street
2. Passengers unaware of protected bike lanes getting out of the car	Additional signage to be installed
3. Passengers opening car doors to on-coming traffic	Additional signage installed
4. Pedestrians stepping out in front of bikes	Additional stencils on footpath installed
5. Bollards are too garish/too much visual clutter	Middle bollard removed from all base plates
6. Parking availability	New signage installed to direct drivers to large private car parking facility on Butler Street
	Interim and comprehensive parking surveys scheduled
7. Some street lights not working	Lights bulbs scheduled for replacement with CitiWide
8. Jonas Street is dark which increases parking demand on Elizabeth Street	Advocacy to local MP about lighting upgrades on Jonas Street
9. The off street parking in the Public Housing Estate is not safe which increases parking demand on Elizabeth Street	Advocacy to the Minister about the need for Public Housing Estate parking block to be made safer
10. Safety	Police attended the residents meeting to listen to concerns re community safety.
11. Access for building materials to be dropped off on northern side	As per standard permit and traffic management processes for allowing this type of activity anywhere in Yarra where parking does not exist directly outside a property.

Attachment 4 - Attachment 4 - Community Engagement

Minor changes actively being considered

Table 2 below highlights other minor changes that are actively **being considered** in response to feedback. In these cases further engagement work is occurring with the community to determine exactly what is required, why it is required and where.

ISSUE RAISED	MINOR CHANGE BEING ACTIVELY CONSIDERED (yet tbd)
1.Lack of parking for deliveries	Install further loading bays. Requires a consultation process to inform decision making if directly outside a property. Engagement with local community occurring
2.Taxi/Uber Drop offs and Pick Ups	Install some Taxi Zones. Requires a consultation process to inform decision making if directly outside a property. Engagement with local community occurring
3.Disability access	Install some 'accessible bays' at corner of Shelley and Lennox streets
4.Difficulty turning from westbound bike lane into Jonas Street to access to/from North Richmond train station	Additional signage asking cyclists to u-turn at Regent Street intersection
5.Sightlines for drivers exiting Regent Street	Removal of parking bay
6.Traffic lanes too narrow	Change bollard alignment on the northern side
7.Lack of space for vehicles to pull over	Change bollard alignment on the northern side
9.Passengers opening car doors to on-coming traffic	Issue stickers for placement inside vehicles for behaviour change
8.Passengers unaware of protected bike lanes getting out of the car	Provide stickers for placement inside vehicles for behaviour change

Example of a significant operational change needing process considerations

Table 3 highlights community requests for change that are not a *fundamental design* departure, but require a Council resolution as they are possibly contentious and go beyond the delegation as set out in the Council resolution.

ISSUE RAISED	POTENTIAL OPERATIONAL CHANGE
1.No parking for the Bakehouse Studio in the evening	Reallocate 16 bays from permit only after 7pm to 4p from 7pm to 11pm and permit only from 11 am.
2. Changes to parking on the southern side of Elizabeth Street	Reinstate pre-trial parking restrictions in this area approx. 30 spaces

Attachment 4 - Attachment 4 - Community Engagement

Note:

It is important to note that some minor changes may suit some persons, but disadvantage others – such as changed parking restrictions.

For example, a loading bay or taxi zone might assist some but would effectively remove an additional car spaces in the street for parking for the local community.

Attachment

Elizabeth Street Options and Bike Infrastructure Design Guidelines Assessment

The following bicycle infrastructure design guidelines are relevant to this project:

- Draft Department of Transport Cycling Guide 2020
- VicRoads Design Guidance for Strategically Important Cycling Corridors 2016
- VicRoads Guidance on Treating on Bicycle Car Dooring Collisions 2016
- Austroads Guide to Road Design - Part 6A: Paths for Walking and Cycling 2017
- Cycling Aspects of Austroads Guides 2017

All these guides contain guidelines which were established by Austroads as the national peak body for transport agencies and were largely adopted by the Victorian State Government. Most of the VicRoads guidelines are therefore primarily based on the Austroads guidelines with incorporation of some international elements and examples. Council should follow the direction of the relevant state government transport authority since it is this entity that develops the road rules which govern the state of Victoria, and not the Federal Government. Notwithstanding this, Council is not necessarily legally obliged to comply with any of the aforementioned guidelines however it would be sensible to have a clear documented justification for deviating from them in the event of a serious injury or fatality.

The draft DoT Cycling Guide 2020 provide the most recent and relevant best practice guidelines for Council in its decision making on the design and delivery of high-quality cycling infrastructure for the community. From a technical perspective and user experience, it is generally better to provide wider protected bike lanes than narrower ones since they are safer, more attractive and comfortable for people of all ages and abilities to ride a bicycle on.

Attachment 5 - Attachment 5 - Elizabeth St Options & bike Infra Design (002)

Relevant Guidance Document	VicRoads Design Guidance for Strategically Important Cycling Corridors 2016	Draft Department of Transport Cycling Guide 2020
Status	Adopted by a road authority that no longer exists	Due for adoption in September 2020 by the new road authority
Traffic lane width	3.0m minimum*	3.0m minimum*
Parking space width	2.1m minimum*	2.1m minimum*
Protected bike lane width - next to traffic	1.2m minimum	2.0m minimum***
Protected bike lane width - next to parking	1.8m minimum**	2.0m minimum***
Protected lane buffer width - next to traffic	Not specified	Not specified
Protected lane buffer width - next to parking	0.6m minimum****	0.8m minimum (painted buffer); 1.0m minimum (raised separator)
Unprotected bike lane width - next to path	Not recommended^	Not recommended^
Unprotected bike lane width - next to parking	Not recommended^	Not recommended^
Unprotected lane buffer width - next to path	Not required	Not required

* Specified in Austroads standards

** 1.5m is acceptable only when a 1m buffer is provided

*** 2.0m is the absolute minimum, 2.5m is the preferred width

**** A 1.8m bike lane requires a 0.6m buffer as an absolute minimum (VicRoads Guidance on Treating on Bicycle Car Dooring Collisions)

^^ Elizabeth Street is an identified Victorian State Government Strategic Cycling Corridor (SCC). As stated in the Victorian Cycling Strategy 2018-2028, a SCC is a designated cycling route that joins up important destinations: the central city, national employment clusters, major activity centres, and other destinations of metropolitan or state significance. The guidance does not recommend unprotected bike lanes on any of these defined routes. For busy inner-city corridors like Elizabeth Street it states protected bike lanes should be provided. Shared bike/traffic environments can be provided on quiet local residential streets (eg. Napier Street) that are designed as SCC's but only where traffic volumes are very low (far lower than those found on Elizabeth Street).

The draft DoT Cycling Guide states that 1.8m is the absolute minimum width for painted (unprotected) bike lanes to allow for people to pass and support movements in low traffic volume environments, although this width does not really provide a high level of comfort for less confident and experienced bike riders. It is also not recommended for moderate or

Attachment 5 - Attachment 5 - Elizabeth St Options & bike Infra Design (002)

high volume on-road routes such as SCCs. The VicRoads guidelines indicate that a 1.5m wide is the desirable minimum width for a painted bike lane but 1.2m-2.5m is an acceptable range as per the Austroads guidelines. It should be noted that these ranges encompass a very broad range of cycling environments which are specified in the documentation. For example 1.2m is for a bike lane on an off road path not on a busy road next to parked cars such as is found on Elizabeth Street.

Attachment 5 - Attachment 5 - Elizabeth St Options & bike Infra Design (002)

Option						VicRoads Design Guidance for Strategically Important Cycling Corridors 2016 ¹²				DoT Cycling Guide 2020 ³			
	Location	West of Lennox St		East of Lennox St		West of Lennox St		East of Lennox St		West of Lennox St		East of Lennox St	
	Traffic direction	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
	Typical kerb-to-kerb width (m)	14.1		14.8		14.1	14.8	14.1	14.8	14.1	14.8	14.1	14.8
	Bike lane and car dooring buffer (next to parking)					2.4 minimum				2.8 minimum			
1	As per Council Resolution												
	Bike lane width	2.1	2.1	2.3	2.3	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Buffer width	0.6	1.2	0.6	1.2	Compliant*	Compliant	Compliant*	Compliant	Not compliant	Compliant	Not compliant	Compliant
	Separated	Yes	Yes	Yes	Yes	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Traffic Lane	3	3	3	3	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Parking Lane	2.1	N/A	2.1	N/A	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
2	Narrowed Protected Bike Lanes												
	Bike lane width	1.4	1.3	1.7	1.7	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant
	Buffer width	0.6	0.6	0.6	0.6	Compliant	Compliant	Compliant	Compliant	Not compliant	Not compliant	Not compliant	Not compliant
	Separated	Yes	Yes	Yes	Yes	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Traffic Lane	3	3	3	3	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Parking Lane	2.1	2.1	2.1	2.1	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
2b	Narrowed Protected Bike Lanes (wider parking bays)												
	Bike lane width	1.1	1.1	1.1	1.1	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant	Not compliant
	Buffer width	0.6	0.6	0.6	0.6	Compliant	Compliant	Compliant	Compliant	Not compliant	Not compliant	Not compliant	Not compliant
	Separated	Yes	Yes	Yes	Yes	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Traffic Lane	3	3	3	3	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Parking Lane	2.4	2.3	2.7	2.8	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
3	Southern Side Only Protected Bike Lanes												
	Bike lane width	1.5	1.8	2.0	1.8	Not compliant	Not Advised	Compliant	Not Advised	Not compliant	Not Advised	Compliant*	Not Advised
	Buffer width	0.6	N/A	0.8	N/A	Compliant	Not Advised	Compliant	Not Advised	Not compliant	Not Advised	Compliant*	Not Advised
	Separated	Yes	No	Yes	No	Compliant	Not Advised	Compliant	Not Advised	Compliant	Not Advised	Compliant	Not Advised
	Traffic Lane	3	3	3	3	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
	Parking Lane	2.1	2.1	2.1	2.1	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant	Compliant
4	Remove Pilot Trial												
	Bike lane width	1.8	1.8	1.8	1.8	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised
	Buffer width	N/A	N/A	N/A	N/A	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised
	Separated	No	No	No	No	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised
	Traffic Lane	3	3	3.3	3.3	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised
	Parking Lane	2.2	2.2	2.2	2.2	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised	Not Advised

Compliant – Complies with MINIMUM standards or guidelines (Note: This does not mean that the design aligns with underlying objectives of Council policy regarding increasing ridership and safety for all users)

¹ VicRoads Design Guidance for Strategically Important Cycling Corridors 2016; p. 15.

² VicRoads Guidance on Treating Bicycle Car Dooring Collisions 2016; p. 16, 33.

³ Department of Transport Cycling Guide 2020; p.86-87, 108.

Attachment 5 - Attachment 5 - Elizabeth St Options & bike Infra Design (002)

Compliant* – Allowed as the ABSOLUTE MINIMUM but it is not recommended

Not Advised – A design outcome on Elizabeth Street that is not advised in the guides

Not Compliant – In the event of an accident Council may be liable for providing infrastructure that does not comply with the guidelines

11.2 Park Street Bicycle Projects

Reference: D20/137850
 Authoriser: Director Planning and Place Making

Purpose

1. In May and June, 2020 Council requested an officer report, in part, calling on opportunities for improved cycling facilities to be provided for Council consideration.
2. On 23 June this year Council resolved: to introduce a contra-flow bike lane on Park Street, North Fitzroy (between St Georges Road and Nicholson Street); and
... that priority [also] be given to consideration of emergency implementation of a pop-up bi-directional bicycle lane on Park Street, North Carlton [west of Nicholson Street] to deal with congestion of the Capital City Trail through North Carlton:
3. The contra-flow lanes have recently been installed in Park Street east of Nicholson Street.
4. This report considers concerns raised by the community in relation to these works.
5. Issues and opportunities associated with implementing further potential improvements on Park Street to the west Nicholson Street are also considered.

Background

6. The Inner Circle Rail Trail (ICRT) is part of the Capital City Trail (CCT). The ICRT is a shared-user path which runs through several reserves and is commonly referred to as the 'Linear Park'.
7. There is increasing congestion on the shared path, between cyclists and pedestrians - resulting in some issues amongst path users.
8. Council has received complaints over a number of years that the ICRT is no longer wide enough to accommodate demand for the path space, and these issues have increased significantly due to COVID-19 where use has further risen and social distancing has become important.
9. Park Street runs adjacent to the Linear Park between St. Georges Road and Wilson Street and then continues as Solly Avenue and Holtom Street West, before ending at Bowen Crescent.
10. The Linear Park/Park Street corridor being considered is notionally three sections:
 - (a) St. Georges Road to Nicholson Street – a one-way road with recently installed contra-flow bike lanes (purple section shown as Section A below);
 - (b) Nicholson Street to Lygon Street – a busy two-way road, with opportunity for “pop-up” bi-directional bike lanes (blue section shown as Section B below); and
 - (c) Lygon Street to Bowen Crescent – a low-traffic road with opportunity for bicycle supportive line-marking and other associated works (orange section shown as Section C below).

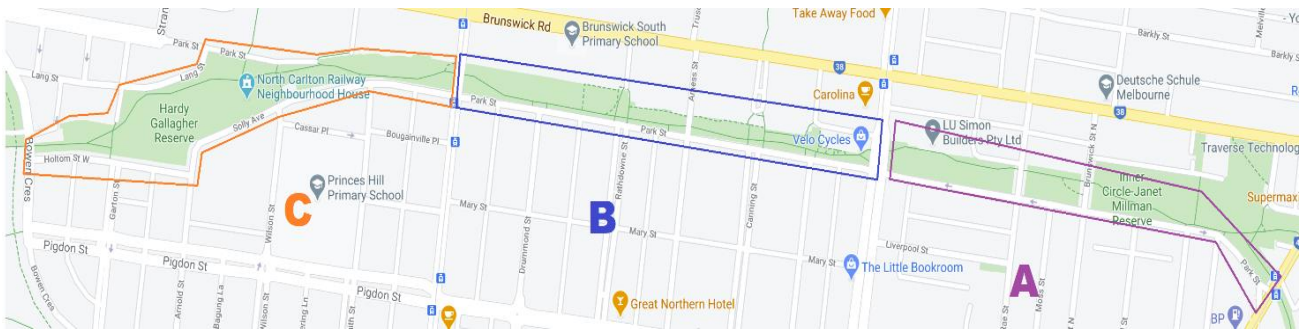


Figure 1 – The three sections of Park Street being considered.

Section A - St. Georges Road to Nicholson Street (one-way road with contraflow bike lanes)

11. Contra-flow bike lanes have recently been installed on Park Street between St. Georges Road and Nicholson Street. The contra-flow lanes allow cyclists to travel in both directions, whilst cars are limited to one-way travel.
12. Cyclists traveling west can also continue on-road on Park Street to the west of Nicholson Street.
13. Council resolved to implement the contra-flow project in Section A above, as a 12-month trial as part of the COVID-19 response, with a review of the trial three-months after installation, or if any safety issue was identified.
14. Safety concerns have been raised by local community members regarding the new road layout. The two most frequently raised concerns are as follows:
 - (a) in the section between Brunswick Street North and St Georges Road parked cars are facing east in the kerb; and cyclists on the contra lane approach these parked cars from the front. It's been stated that it is difficult for the driver of a vehicle (kerbside) to see approaching cyclists due to sightlines; and
 - (b) a number of large supermarket trucks (from the Piedemonte's store) use the road each day, and it is stated there is insufficient space for cyclists and trucks to pass each other.
15. It should be noted that similar contra flow lane designs have been used elsewhere in Yarra and other municipalities for many years without reported incident; example streets include Lennox Street, Richmond and Gray Street, Brunswick.
16. Council's Traffic Engineering unit carried out a site visit and assessment following the completion of the works to investigate the concerns raised, as well as other potential safety issues.
17. Generally, the implemented design was considered low-risk (including the two issues above), however, a number of minor changes (tweaks) to improve safety were identified. These changes have started to be implemented as part of the trial (as was intended according to this trial methodology). A summary of the concerns raised, the traffic engineering response and the proposed next actions are at Attachment A.
18. Council officers have also commissioned an independent Road Safety Audit of the implemented design which will inform the ongoing monitoring and review, and will inform any future changes to the design. Officers will continue to monitor the trial and will make further adjustments as necessary.

Section B - Nicholson Street to Lygon Street (potential for pop-up bi-directional bike lane)

19. Between Nicholson Street and Lygon Street both Park Street and the ICRT are significantly busier than either Sections A or C in terms of movement by active transport and traffic.

20. The ICRT provides access to a school, playground, café and bike shop in this area. Traffic volumes on this section of Park Street are three times higher than those to the east and west. This section is also used by 'off-service' buses to access the Nicholson Street bus depot.
21. Council has asked that consideration be given to implementing a 'bi-directional bike lane' as a matter of priority, but no works have occurred to date.
22. This section of Park Street currently has painted bike lanes on both sides [see *Figure 2*], however these generally only attract a small number of confident cyclists due to:
 - (a) unprotected, poorly defined bike lanes;
 - (b) narrow traffic lanes which require large vehicles to drive partly within the bike lanes;
 - (c) relatively high traffic volumes; and
 - (d) the close proximity of the ICRT which is safer and more comfortable to ride on.

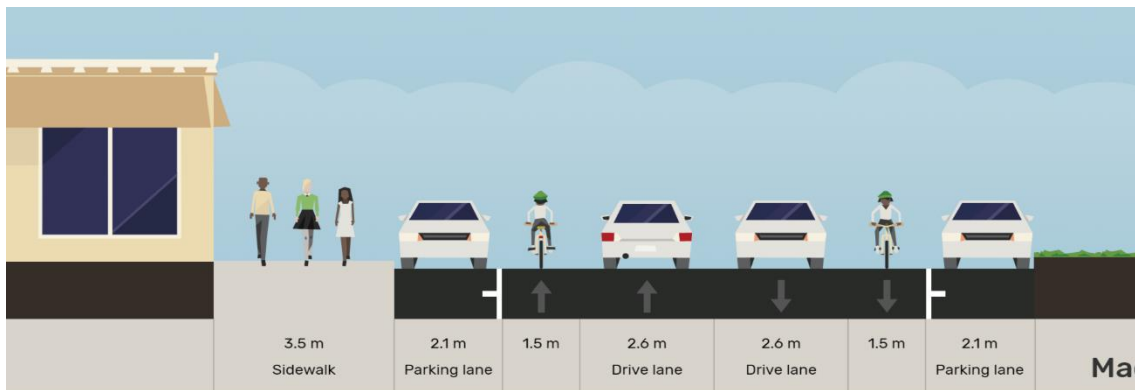


Figure 2 – The **existing** cross section of Park Street between Nicholson St and Lygon St.

23. If conditions for cyclists on this part of Park Street are to be significantly improved to reduce demand on the congested ICRT, then all parking on the north side of the street would need to be removed (approximately 63 spaces).
24. This would allow the creation of a 3.5m wide 'bi-directional' protected bike lane on the north-side of the street [see *Figure 3*]. It would also allow for the existing traffic lanes to be widened to safely accommodate larger vehicles as they would no longer be able to drive in the bike lanes.

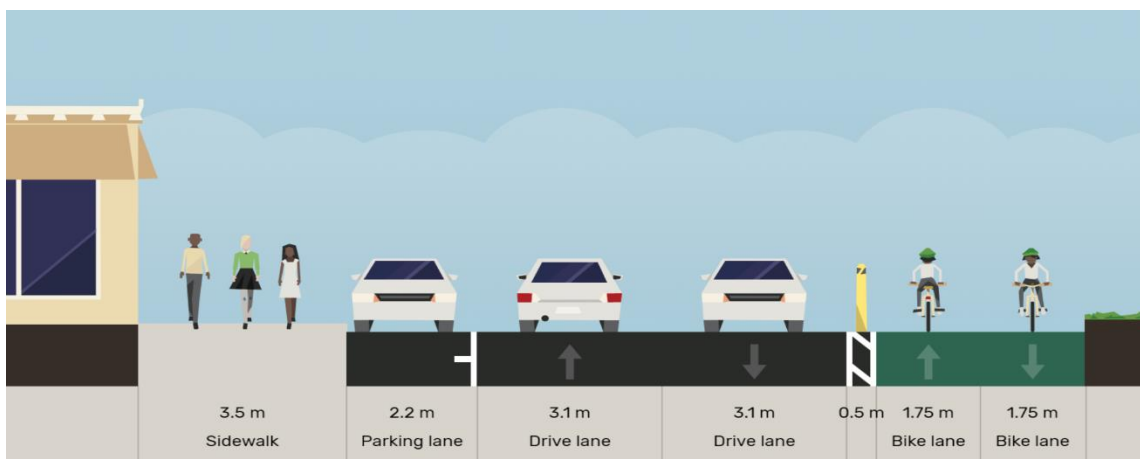


Figure 3 - A potential cross-section including bi-directional bike lane with northern parking removed.

25. Although this project would be beneficial to cyclists and pedestrians, and is aligned with Council policy, the removal of 63 car spaces is likely to be highly controversial.

26. Council's City Works unit has indicated the revised road layout would cost approximately \$140,000 to be delivered as a trial (that is, with suitable temporary material such as plastic separators with bollards) that can be maintained in the required alignment; as well as traffic management in its delivery period.

Notes:

(a) *if a permanent design is implemented this cost is expected to be higher.*

(b) *there is no allocation in the existing capital works budget for any works.*

27. If Council did not wish to proceed with 'bi-directional' bike lanes on this part of Park Street, some other aspects such as signage and the like could be installed within the Linear Park to seek to moderate speed and movements between cyclists and pedestrians. Other more significant changes could, in theory, be undertaken once a consultative process has concluded (dual paths or the like as one example).
28. However, these options are likely to be controversial, and would also be costly and time consuming to plan and deliver.
29. In this regard, a strategic analysis of the ICRT would need to be carried out to assess the options and provide an evaluation process to determine a preferred option. Community consultation would also be a key part of the process for Council to then consider a draft strategy and then final determination. Depending on what was determined to be the preferred options it is also likely to be an expensive project to deliver.
30. Strategy development would also be an extensive process due to the sensitivity of the space (envisaged to take say 12-18 months to resolve the strategy with key consultation processes), then budget allocation to enable delivery. It would be anticipated that this would be approximately a 3 year process to implement any significant improvement changes.
31. It is noted that officers over the past few years have envisaged that this strategic analysis is required, and in this regard, lodged an internal budget bid for consideration in the early budget processes leading up to the 20/21 budget. That bid did not go forward, however, due to affordability aspects in the early Council budget drafts, which was further then compounded by the COVID recovery package that Council determined to deliver.

Section C - Lygon Street to Bowen Crescent (potential for improved line-marking).

32. The corridor west of Lygon Street to Bowen Crescent consists of Park Street, Solly Avenue and Holtom Street West carries and relatively low traffic volumes traffic and very few larger vehicles. Some Councillors have asked for improvements for cyclists be considered, but no works have occurred at this stage.
33. Officers consider it currently to be a relatively safe cycling route given there are many busier cycling routes across Yarra where cyclists are forced to share the road with high volumes of traffic.
34. Comprehensive line marking works would cost approximately \$15,000, more limited 'bicycle sharrow' works would cost approximately \$5,000, but would have limited safety benefits. Neither of these options are expected to attract many cyclists from the ICRT without complimentary works in Section B.
35. Council officers do not consider works in Section C to currently be a high priority.

External Consultation

36. Council consulted with the Department of Transport (DOT) about the trial contraflow bike lanes in Section A (east of Nicholson Street). DOT supported the trial and considered the proposed design low-risk in terms of safety.
37. The removal of some 63 car spaces on the north side of Section B of Park Street to deliver a bidirectional bike lane would, it is anticipated, be highly sensitive with the local community. No consultation has occurred on that matter, and it is believed that is a key matter that needs to occur as a prerequisite of any trial.

38. A bi-directional bike lanes as an “iterative trial” in Section B would also require close collaboration with DOT.

Notes:

- (a) *Officers would also recommend consulting with Bicycle Network, Victoria Walks and other relevant groups before implementing any major changes to the actual ICRT in the linear park; and*
- (b) *Local Government elections are to be held on 23 October 2020 and the election period commences from 22 September 2020. Making strategic decisions or carrying out non-routine consultation during the election period under the Council’s Governance Rules is not appropriate.*

Internal Consultation (One Yarra)

39. Council’s Traffic Engineering, City Works and Assets and Strategic Transport Teams have each been involved in the projects and proposed projects outlined in this report.
40. Council’s Parking Management Team has also indicated that the removal of 63 car parking spaces would be very sensitive with the community.

Financial Implications

41. There is no current budget allocation for any further works on Park Street.

Economic Implications

42. If changes to Section B are pursued, the loss of parking near the shopping centre is likely to be of concern to local traders.
43. There are no other known economic implications.

Sustainability Implications

44. Implementation of improved cycling facilities would further promote cycling and aligns with Council’s commitments to promoting sustainable transport.
45. Less congestion of the ICRT would be of benefit to pedestrians on the trail.

Climate Emergency Implications

46. Implementation of protected bi-directional bike lanes in Section B using an ‘iterative trials’ approach would be consistent with Council’s Climate Emergency Plan, and in particular Action 4.2 which states:

Increase sustainable transport solutions throughout the city including:

Using iterative trials for temporary sustainable transport infrastructure, car free zones and curfews and reallocation of car space for sustainable transport modes

*Rapidly rolling out temporary cycling lanes as part of the recovery from COVID-19**

Social Implications

47. Encouraging cyclists to use Park Street instead of the ICRT would assist in supporting increased exercise, recreational activity and social interaction within Linear Park.
48. Some people may find it harder to access Linear Park due to reduced supply of car parking nearby if the bidirectional bike lane in Section B was implemented (due to the loss of 63 car parking spaces abutting the linear park).
49. As said, the removal of significant amounts of car parking is likely to be of concern to the local community and nearby traders.

Human Rights Implications

50. There are no known human rights implications.

Communications with CALD Communities Implications

51. If Council wished to proceed with the Section B bidirectional bike lane project in any form, the Communications Team would be consulted on how to manage communications with the local community (including CALD communities).

Council Plan, Strategy and Policy Implications

52. Implementation of improved cycling facilities on Park Street, including the implementation of protected bi-directional bike lanes in Section B using an '*iterative trials*' approach would be broadly consistent with the Council Plan and various Council strategies and policies.

Legal Implications

53. Any consultation process on Section B during the election period should not be undertaken given this would likely be considered contrary to the caretaker provisions.

Other Issues

54. Some local community members are likely to be concerned about the introduction of new cycling facilities on Section B of Park Street, principally due to the removal of 63 car parking spaces without a prior consultation stage; and highly likely to express strong opinions to the Council.

Options

55. There are different options for each Section.

Section A (St. Georges Road to Nicholson Street)

Option 1 - Continue with the trial:

56. Under this Option, Council would resolve to:
- (a) continue the trial including monitoring;
 - (b) note an independent Road Safety Audit will guide further monitoring and necessary changes;
 - (c) officers implement further minor changes as determined necessary; and
 - (d) note that officers will produce a report at three-month review stage to consider the above.

Option 2 - *Abandon the trial and return the road to its pre-trial state.*

57. Under this Option, Council would resolve to:
- (a) remove the contra-flow lanes and return the road to the pre-trial state; and
 - (b) note that cyclists would no longer be legally able to travel on that part of Park St against the one-way traffic.

Section B (Nicholson Street to Lygon Street)

58. It is officers opinion that any implementation of this needs to be a decision of the new Council due to the required removal of parking and the requirements of the caretaker limitations as part of the election period.

Option 1 – Approve *in principle* that the bidirectional bike lane should proceed, with the removal of 63 car spaces.

59. Under this Option, Council would:
- (a) resolve *in principle* that that bidirectional bike lane should be implemented (noting the required removal of 63 car spaces on the north side of this section of Park Street); and resolve to recommend that to the new Council for consideration;
 - (b) direct officers to develop a *draft* consultation plan to engage the local community – and for that to be provided to the new Council for consideration; and

- (c) that officers present a report to the new Council, with this *in principle* position to support, and a draft consultation plan, for the new Council consideration.

Option 2 – Resolve that a strategic review of the ICRT be commenced for Council to then assess medium to longer terms solutions to the congested trail.

60. Under this Option, Council would resolve to:

- (a) resolve to allocate sufficient funds (approx. \$ 60- 70 K) to enable a *strategic review* of the ICRT regarding its functionality and options for improvement regarding the movement of pedestrians and cyclists and for passive recreation; and
- (b) develop a program for a *strategic review* of the Linear Park corridor including the movement of cyclists within Park Street.

Option 3 - Defer all decisions at this stage to the incoming Council.

Section C (Lygon Street to Bowen Crescent)

Option 1 - *Do not pursue any cyclist improvement projects within this section at this stage.*

61. Under this Option, Council would resolve to:

- (a) not pursue any works to improve cycling facilities on Park Street (west of Lygon Street), Solly Avenue or Holtom Street West, during the election period; and
- (b) note that improvements to this section of the corridor may be pursued at a later date.

Option 2 - *Implement linemarking works to improve cycling safety as soon as practically.*

62. Under this option, Council would resolve to:

- (a) develop and implement linemarking to improve safety for cyclists on Park Street (west of Lygon Street), Solly Avenue and Holtom Street West; and
- (b) note a cost in the order of \$15,000, which currently has no budgeted allocation.

63. Officers note that this option is unlikely to attract many riders from the ICRT until works are undertaken in Section B.

Option 3 - *Implement linemarking etc to improve cycling wayfinding.*

64. Under this option, Council would resolve to:

- (a) install bicycle sharrows on Park Street (west of Lygon Street) and Solly Avenue; and
- (b) note costs in the order of \$5,000, which currently have no budget allocation.

Note:

Officers note that this option is unlikely to provide significant safety benefits or attract many riders from the ICRT until works are undertaken in Section B.

Conclusion

65. Increased congestion on the ICRT has been occurring for some time and become more pronounced during COVID 19 times.

66. Council recently installed contra-flow bike lanes on Park Street (Section A) between St. Georges Road and Nicholson Street as part of a 12-month trial to reduce demand on the ICRT. The local community has expressed some concerns on this installation as outlined.

67. Further significant improvements to cycle facilities on Section B of Park Street would be beneficial to cyclists, and potentially reduce some cyclists on the linear park pathway; but would require the removal of a significant number of car parking spaces (63 spaces) which is anticipated to be highly sensitive in the local community.

68. It is recommended no further works occur in Section B until after the election period and a period of consultation with the local community due to the significant number of car spaces that would have to be removed to accommodate the bidirectional bike lane. Council could resolve to approve *in principle* the project and refer that recommendation to the new Council for consideration later in 2020.
69. Section C is not considered a high priority at this stage – the benefit / value of those possible changes are also somewhat contingent of Section B being installed.
70. The ICRT is experiencing high usage, and that is causing congestion and some movement conflicts with pedestrians, cyclists and also those using the linear park for passive recreation. This has been an emerging issue for some time.
71. A *strategic review* of the linear park and the pathways regarding the movement of persons, and for passive recreation, would be prudent; that would enable the new Council to consider medium to longer term solutions to manage the level of activity in the linear park. However, there is no budget allocation at this stage. That could be put forward by the Council for consideration for the 21/22 budget process.

RECOMMENDATION

1. That Council note:
 - (a) that its resolutions in May and June, 2020 sought an officer report outlining, in part, ways that improved space for cyclists and pedestrians could be provided in the municipality due to the issues arising from the COVID -19 situation;
 - (b) that the officer report to the 23 June, 2020 outlined some ways that congestion on the Inner Circle Railway Trail could be reduced through encouraging some cyclists to use the various sections of Park Street, rather than the path on the linear trail; and
 - (c) that the Council resolution on 23 June directed officers to install a contraflow bike lane on section of Park Street between St. Georges Road and Nicholson Street.
2. That Council further note:
 - (a) that the three sections of Park Street in Nth Fitzroy and Nth Carlton, as outlined in the report, have different configurations which require different solutions to encourage the movement of cyclists along Park Street, rather than the path on the linear link;
 - (b) that the contra flow bike lane installed on the section of Park Street between St. Georges Road and Nicholson Street, has only been completed for approx. 3 weeks, and consistent with the *pilot and trial* approach of this trial, some minor adjustments have already been undertaken to improve its layout and functioning;
 - (c) that contraflow bike lanes are not uncommon as a cycling facility, and some have existed for many years in the Yarra municipality and other inner city locations, and are a legitimate means of enabling cyclists to travel in a desire line towards destinations rather than having to travel further via detours on local streets and other pathways; and
 - (d) that contra flow bike lanes do require the end connections to be seamless to the connecting bike lanes to be an effective and efficient cycling facility.
3. That Council note:
 - (a) that there has been some concerns raised by local community members on the section of Park Street where the contra flow bike lane has been installed, and also suggested some safety aspects exist;
 - (b) that officers are considering these community concerns, have made some minor adjustments and will continue to do so as the performance of the lane is monitored; and

- (c) that now the installation of the contraflow bike lane is in place, and some minor adjustments made, that officers have commissioned an independent road safety audit as a means of assessing its performance, and safety, and will make further necessary modifications as part of the trial.
- 4. That Council note it will receive the scheduled 3 monthly report from officers in late November this year as part of the pilot and trial approach so that Council can kept formally informed throughout the 12 month trial.
- 5. That in respect to the section of Park Street - Section A (between St. Georges Road and Nicholson Street), Council resolve to:
 - (a) continue the current trial including monitoring, and noting that further minor changes will be determined by officers as necessary, and from the Road Safety Audit reconditions; and
 - (b) receive a report from officers at the three-month review stage to enable the Council to consider the matter further.
- 6. That in respect to the section of Park Street - Section B (between Nicholson Street and Lygon Street), Council:
 - (a) not proceed with the bidirectional lane concept at this point in time, due to the need to engage and consult the community because of the required removal of all car spaces along the northern side of this section of Park Street abutting the linear park in order to be able to install that cycling facility; and
 - (b) determine if it wishes to recommend an *in principle* position to the new Council, and if so, request officers to prepare a draft consultation plan for consideration of the Council in December, 2020.
- 7. That in respect to the sections of Park Street, Solly Avenue and Holtom Street West, (between Lygon Street and Bowen Crescent) - referred to as Section C, Council resolve to:
 - (a) not pursue any works to improve cycling facilities at this stage or during the election period; and
 - (b) note that improvements to this section of the corridor may be pursued at a later date.
- 8. That Council, noting the increased activity on the linear park and pathways, and the likelihood that will continue to increase further over coming years, refer to the 21/22 budget process a bid for a strategic analysis of the linear park to inform the Council of options on how that should be best managed.

CONTACT OFFICER: Bruce Phillips/Simon Exon
TITLE: Director Planning and Place Making / Unit Manager Strategic Trans
TEL: 9205 5300

Attachments

- 1** [1](#) Attachment 1 - Park Street contraflow bike lane engineering assessment and next actions
- 2** [2](#) Attachment 2 - Park St Community Feedback
- LATE Attachment 3 - Road Safety Audit
- LATE Attachment 4 Road Safety Audit Findings Table

Attachment 1 - Attachment 1 - Park Street contraflow bike lane engineering assessment and next actions

Park Street Contraflow – Safety assessment and proposed actions

Concerns raised by community members & traffic engineering assessment

Removal of chicane will result in speeding and put locals in danger



Officer comment: The previous kerb outstands/chicane in officers opinion had minimal traffic calming/speed reduction effect. The visual narrowing of the carriageway through the installation of the contra flow bike lane is likely to be more effective at reducing vehicle speeds.

Notwithstanding, post installation monitoring should include a traffic survey that measures speed and volume of road users.

The speed limit should be reduced to 30km/h

Officer comment: Department of Transport (DoT) have allowed the temporary extension of the current 30km trial in Fitzroy/Collingwood.

DOT has advised us that;

- They are developing a 30 km/h Policy
- They will not consider/approve the Fitzroy/Collingwood trial becoming permanent prior to the Policy being determined
- They will not support any more trials prior to the Policy being determined

There is no Australian, Victorian or DoT Standard requiring or recommending 30km/h speed limits on streets with contra-flow bike lanes.

Cars pulling out from the car parking bays, cannot necessarily see bikes coming towards them due to obstructed sightlines



Attachment 1 - Attachment 1 - Park Street contraflow bike lane engineering assessment and next actions

Park Street Contraflow – Safety assessment and proposed actions

Officer comment: Council traffic engineers inspected the situation raised by local residents, in this regard; engineers positioned themselves behind the parked cars at the driver's side position and generally did not have difficulty seeing the contraflow bike lane.

In some instances, with large vehicles in front and a tight parking space, the layout may cause some difficulty with clear sightlines. In these instances, drivers will need to pull out slowly (due to the need to manoeuvre their vehicles out of the space), which provides cyclists the opportunity to stop or move around the exiting vehicle.

It is noted that drivers are required to use their indicators when pulling into the roadway, which helps alert cyclists to the upcoming hazard.

It is noted the following streets include contra-flow bike lanes which direct cyclists to travel directly adjacent parked cars facing the opposite direction to their travel:



Lennox Street, Richmond – fully delineated lane directly adjacent parking bays.



Edmends Street, Brunswick - Parking adjacent direction of travel)



Gray Street, Brunswick – Parking on both sides of the road.



Dunstan Avenue, Brunswick – Parking on both sides of the road.

Officer comment: In the last 5 years, there has been no (0) recorded crashes between cyclists and vehicles on these streets where contra-flow lanes are present. Whilst the lack of recorded crash stats does not necessarily mean no crashes have occurred, it does strongly indicate none of the crashes resulted in serious injuries or deaths.

Pinch points and sightlines between travelling vehicles and bikes

Officer comment: There is only one bicycle sharrow direction indicated at the bottle neck, it is likely that driver are not adequately informed of the contraflow nature of this section of Park St.

It was recommended that an additional sharrow is installed for the opposite direction. This will be installed.

Attachment 1 - Attachment 1 - Park Street contraflow bike lane engineering assessment and next actions

Park Street Contraflow – Safety assessment and proposed actions

If the trial is successful at attracting high volumes of cyclists, it is highly recommended that three parking spaces on the north are removed to reduce the bottleneck. At expected cyclist volumes the existing layout appears to acceptable, however this should be monitored as part of the trial.

Risks associated with cars illegally travelling against the one-way

Officer comment: This issue can occur in any one-way situation and not the result of a contra-flow lane. Existing One Way/Turn Ban/Wrong Way Go Back signs are adequate. Additional signage (shown right) will be implemented along Park Street to clarify the nature of the contra flow lane and where road user needs to position themselves.



Confusion about who has right-of-way at the Brunswick St North & Rae St intersections.

Officer comment: BSN and Rae Street priority are different at Park Street. In BSN, cyclists on Park Street need to give way to traffic on BSN. On Rae Street, all traffic (including contra flow cyclists) have priority.

Additional signage will be installed to further clarify right-of-way.

Next Actions

Based on the assessment of the above, and other risks identified. Council's Strategic Transport and Traffic Engineering units recommend the following actions be taken to improve the safety of the trial:

- 1 Commission an independent Road Safety Audit and consider its advice. **(Note this has been commissioned but at the time of writing had not been received.)**
- 2 Removal of one-car space at the south east-corner of the Taplin Street and Park Street intersection to improve sightlines. **(Note this change was implemented 3 September 2020).**



- 3 Update the line-marking to extend the delineated contraflow-bike lane further east from Taplin Street towards St. Georges Road where the road width permits.

Attachment 1 - Attachment 1 - Park Street contraflow bike lane engineering assessment and next actions

Park Street Contraflow – Safety assessment and proposed actions

- 4 Add an additional sharrow to the road between the three car spaces on the north and the car spaces on the south at the identified “pinch point”.
- 5 Monitor cyclist volumes and reported near misses and/or crashes over the course of the trial. If there are higher than expected cyclist volumes, or safety issues identified, it may be recommended to remove the three car parking spaces identified below, and to further extend the delineated bike lane:



- 6 Include additional signage at Rae Street, Birkenhead Street, Best Street, Taplin Street and Brunswick Street North to better alert drivers to watch for cyclists and clarify rights-of-way.
- 7 Add 'Give way to pedestrians' signage and/or footpath decals at the Nicholson Street footpath where the new bike path crosses.
- 8 Continue to monitor cyclist, traffic and pedestrian volumes on Park Street and the Capital City Trail to ensure the project has resulted in the intended outcomes and has not caused any unreasonable risks (noting that all road layouts include some degree of risk present). If any new unreasonable risks are identified these should be resolved during the trial through interventions.

Attachment 2 - Attachment 2 - Park St Community Feedback

Attachment

General Feedback on Your Say Yarra – Park Street	
Respondent	Comment
1	<p>Hi Team Yarra, Just wanted to express my appreciation and admiration for all your fantastic work. With plans like these I reckon you've been responsive, creative, and informative. A real vision for our community, thanks! I'm most interested in the Park Street bi-directional bike lanes project - such a brilliant idea - and the plans for the St George's Rd and Park St intersection (if any). The obvious solution would seem to be to begin the bidirectional popup from Park St and Taplin St. But I think it's still worth exploring how those walking and bike riding can be separated in that area around the Inner Circle Trail either side of St George's Rd, and riders protected at the southerly intersection of the Inner City Rail Trail and St George's Rd (at tram stop no. 23, really dangerous to cross, in the mornings especially). Those are serious conflict points, I think. Could a future bi-directional path include a proper crossing with lights at the Inner City Trail/St George's Rd (maybe I'm dreaming)? Or could a new sealed path run from the Park St cul-de-sac (near the old Metro Fire Brigade building) to the next segment of Park St (near Taplin St)? A newly widened traffic light crossing on St George's Rd/Park St/Capital City Trail could be timed so riders could be thoroughly separated from non-riders (now I'm really dreaming). These are probably overly ambitious/poorly explained ideas! I mainly want to thank you for all your work, it's great, keep it up :) Looking forward to seeing how it goes.</p>
2	<p>I'm very excited about the installation of the Park Street contraflow lane. I will use this almost daily. I encourage the council to consider the following:</p> <ul style="list-style-type: none"> - Reducing traffic speed on Park St to 30km/h - Ensuring the installed lane connects safely with Nicholson St and St Georges Rd (it is a great concern to me that the section of St Georges Rd the bike lane connects to is 60km/h and I encourage the council to continue to advocate for lower speeds (ideally 40km/h max) as per the Scotchmer LAPM plan <p>Longer term the I urge the council to consider:</p> <ul style="list-style-type: none"> - How Park Street can be enhanced to permanently relieve congestion on the Capital City trail (and how Park st connects to the Capital City Trail); - How the installation of priority crossings on Brunswick St North and Rae Street can be fast tracked; - How either Brunswick St North and Rae Street could be closed between Park St and the Capital City trail to extend the park area and reduce the number of conflict zones between the CCT and cut through traffic. <p>I really appreciate the work the council is doing in this space and am cognizant of</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	the many restraints you are working within and against. Please keep fighting the good fight for safer streets and prioritising both active and low emission transport.
3	<p>Pop up bike lane in Park St Fitzroy North, I have a few questions/concerns.</p> <p>As Park St is one way in 2 different directions, am I correct in assuming that the bike lane will see the bikes going against the traffic for part of it?</p> <p>Are you expecting bikes to go off the Capital City Trail, go onto Park St then go back onto the trail? I can't see this happening.</p> <p>The Piedmontes semi-trailer goes down Park St 2-3 times a day, generally between 6am - 3pm, it takes up all the road and I see this as a potential safety hazard for the cyclists. Can you please explain why the truck is allowed in the first place as it is over the designated street weight limit?</p> <p>As I am now working from home, I see numerous cars drive along Park St at speed in the wrong direction, this could also be a potential hazard for the cyclists.</p> <p>Did council consider widening the trail path and if so, why was it rejected?</p> <p>Will there be parking spaces lost on Park St due to the temporary bike lane?</p> <p>I look forward to your response.</p>
4	<p>I live on Park St, Fitzroy North. I'm not oppose to the idea of the bike lane but i think it could be dangerous for cyclist to be riding on a narrow one way road.</p> <p>Perhaps it's worth closing Park st to all thoroughfare traffic and only allow residents to access the street.</p>
5	<p>With the pop up bi directional bike lane on Park St, will you consider pedestrian usage and covid safety too? Many riders sweat as they ride by VERY close to me when i am walking.</p>
6	<p>After 3 years of Scotchmer LAPM3 reviews, data collection, public consultation, controversy etc it staggers me that money is proposed to be diverted to this "out of nowhere" project. It is creating a bike lane on Park St approx 15m from an established bike lane over a total distance of maybe 500m. It proposes to put this duplicate bike lane on a road that directionally has traffic travelling both west and east and creates another dangerous intersection of bikes meeting cars on one of the busiest residential streets in the Scotchmer precinct ie Brunswick St North.</p> <p>This will just create a second safety hazard for cyclists on this street as these cyclists will now intersect with an average of 3169 vehicles per day (2018 CoY</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>data). It is also disappointing to see that Council has already spend ratepayer money removing a traffic calming island in Park St which beggers belief given that the local residents have been crying out for more traffic calming measures which Council will not act upon.</p> <p>My question for Council is... why is the CoY proposing to waste ratepayer money on this project when a bike path already exists 15 metres from Park St and at the same time there is a significant and well documented problem of excessive traffic volume on Brunswick St North that needs addressing and funding with urgency.</p>
7	<p>Ive attempted to get information on the bidirectional bike lane on Park St. When I click on the interactive map all that comes up is the name of the project.</p> <p>I find it annoying that never when any project is proposed by this council is information about the cost, the pollution arising from the construction etc given to stackholders. It seems that just running up the flag for some noble cause is seen to be good enough. It isn't.</p> <p>I am assuming that this project will be on the roadway. My question is why when there is a bike lane which has been widened at least once since its initial construction.</p>
8	<p>Hello Sir - I refer to your flyer advising of a bike lane along Park St Nth fitzroy.</p> <p>It would be greatly appreciated if you would consult with the residents prior to such decisions being taken.</p> <p>The proposal has a number of problems:</p> <ol style="list-style-type: none"> 1. The road is not that wide and having bikes travelling in the opposite direction to the normal direction of travel just creates a dangerous situation and a possible lawyers picnic - the solution is to widen the existing bike path that exists in Linear Park. 2. The direction of travel is an interesting one given that cars travel in a westerly direction along Park St between Brunswick St Nth and Nicholson St but in an easterly direction from Brunswick St Nth to St Georges road. The result being all bicycles will converge at Brunswick St Nth intersection under the current proposal. 3. The Capital City Trail is not that busy nor congested - why at 8am today it was nearly empty - everybody is working at home. 4. I agree it's a bit busy on the weekend but this has the added result of slowing bike riders that normally travel at break neck speeds; I went for a ride last Sunday morning and it was quite civilised.

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>5. Your flyer says you're keen to hear what we have to say but I suspect that not actually the case.</p>
9	<p>I write regarding the imminent establishment of the Pop-up Bike lane in Park St Fitzroy North. There has been no consultation with residents and I believe we would have been able to voice some significant concerns to take into consideration before implementing this project.</p> <p>Please note, I am in favour of enhancing the capacity for cyclists. But I am concerned this proposal will put lives at risk if several concerns are not addressed. They are as follows:</p> <p>Park St is one way in 2 different directions. This will mean cyclists will be turning into the lanes and using them against the traffic.</p> <p>Cyclists will require clear messaging about entry into the Pop-up Bike Lane from Birkenhead or risk colliding with oncoming traffic.</p> <p>Cyclists will require clear messaging about alternating between the Capital City Trail and this Pop-up Bike Path, for their own safety and that of pedestrians and cars in Park Street.</p> <p>Piedmonts' delivery trucks use the section of Park St between Birkenhead and Brunswick Street North several times a day. They take up the entire street and will be turning into oncoming cyclists because you are allowing the cyclists to travel against the traffic in this section. I have never understood why it is the Piedmonts' delivery trucks are permitted in this section of Park St since they are over the designated weight for our street. Will you issue infringements to avoid deaths on this road?</p> <p>I work from home, have done since I arrived in 2013. Cars, cyclists, pedestrians, skateboarders continuously contradict the one way signage for this section of Park Street. And the sign itself is utterly inadequate.</p> <p>Perhaps it would be a better option to widen the Capital city Trail rather than putting people's lives at risk with this ill-considered project.</p>
10	<p>Dear Councillors,</p> <p>I write regarding the establishment of the Pop-up Bike lane in Park St Fitzroy North. I am a new resident at 198 Park Street. There are a few questions about this project I hope to be answered, below.</p> <p>I am a bike rider, and use the Capital Trail to commute to work. The track is now crowded with walkers and cyclists, true.</p> <p>But in my view the risks of a series of preventable problems are high, through attention to both process and content.</p> <ol style="list-style-type: none"> 1. Process: Council has off-sided residents through lack of any consultation to date. Could you explain why this rush is perceived as essential, and why a simple and rapid consultation process was not undertaken? This is important to safety, as below, and to community moral. In the current environment of having unprecedented federal and state restrictions upon us, the local 'people's' government might pay more attention than ever to acting differently when seeking to bring about changes for the greater good. 2. Content: Will pedestrians be excluded from this bike lane? If not, you will simply replicate the mayhem that now occurs on the Capital Trail, and create yet another risky situation. The problem on the trail is the mixing of walkers, prams, dogs, and little kids on scooters moving together with fast moving commuter bikes. The problem is not too many bikes. Further, I cannot see how a one-way system for bikes can work in a 2-way traffic flow up and down

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>Park St. I wonder if you are aware that we have many cars going the wrong way on our street and major trucks (garbage, Piedemonte's) use this section weekly.</p> <p>3. The future: What assurance can you give that this is indeed temporary? I have heard you are treating it as a trial, that is likely to become permanent. Our ability to object or offer another way forward is all but gone in that light. For example, I would have preferred a widening of the existing path to include a devoted pedestrian zone. Why is the rail trail area to the north of our section of the path not being considered for this use instead?</p> <p>4. On balance: as a resident who bought into Park St last year at great cost, <i>specifically for its peaceful aspect</i>, this announcement made my heart sink. If the individual experience might be considered for a moment: I am being asked by Council for instant acceptance and tolerance for the construction of this project, plus what is likely to be a long standing flow of noisy traffic right outside my door. Conversely, there is nothing rapid about Council's response to my needs as a Park St resident. I inherited from the previous owner and unknown to me until settlement an overlooking planning problem that sat unactioned by Yarra council for 17 years, yet which Council informed I must as the new owner immediately correct at my own cost. I have waited months for Council building approval for these works to commence (still pending). My collective experience as a Park St Resident of the Yarra Council is certainly mixed.</p> <p>5. Your replies to the above will be appreciated.</p> <p>6. Above all - PLEASE - given you are clearly going to forge ahead with this bike path - ensure it does not simply replicate the safety risks of the existing path by mixing bikes and pedestrians, and factor in the real traffic risks already evident on our street.</p>
11	<p>Project 1 appears very sensible; the bike path parallel to Park St can get very crowded.</p> <p>Closure of Trenerry Crescent is more problematic as TC is a regular route for locals. Could the closure be limited to rush hour, say 8-9 and 4:30-5:30? There would have to be a barrier come down at those hours or else any closure would not work. Mere signage would require policing and council rarely polices these restrictions: see for example the NO LEFT TURN from Heidelberg Rd into FENWICK St which is habitually ignored.</p>
12	<p>Hi Team Yarra, Just wanted to express my appreciation and admiration for all your fantastic work. With plans like these I reckon you've been responsive, creative, and informative. A real vision for our community, thanks!! I'm most interested in the Park Street bi-directional bike lanes project - such a brilliant idea - and the plans for the St George's Rd and Park St intersection (if any). The obvious solution would seem to be to begin the bidirectional popup from Park St and Taplin St. But I think it's still worth exploring how those walking and bike riding can be separated in that area around the Inner Circle Trail either side of St George's Rd, and riders protected at the southerly intersection of the Inner City Rail Trail and St George's Rd (at tram stop no. 23, really dangerous to cross, in the mornings especially). Those are serious conflict points, I think. Could a future bi-directional path include a proper crossing with lights at the Inner City Trail/St George's Rd (maybe I'm dreaming)? Or could a new sealed path run from the Park St cul-de-sac (near the old Metro Fire Brigade building) to the next segment of Park St (near Taplin St)? A newly widened traffic light crossing on St George's Rd/Park St/Capital City Trail could be timed so riders could be thoroughly separated from non-riders (now I'm really dreaming). These are probably overly ambitious/poorly explained ideas! I</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	mainly want to thank you for all your work, it's great, keep it up :) Looking forward to seeing how it goes.
13	<p>Project 1 – New pop-up bike lane on Park Street, Fitzroy North. Yes, the Capital City Trail does get busy but this so called "pop-up" solution in response to COVID-19 does not make sense and is poorly planned. The proposed section of Park St (between Nicholson St and St George's Rd) is a narrow one way street which runs alongside the Capital City Trail (approx 10m from the shared path) and crosses Rae St and Brunswick St Nth (BSN). Park St also changes directions - vehicles can only travel in a westerly direction between BSN and Nicholson St and in an easterly direction between BSN and St George's Rd. How does Council propose to install a bidirectional bike lane on this narrow street without causing confusion and increasing the risk of accidents? Is Park St really wide enough to accommodate parking, one vehicle travelling through and a bidirectional bike lane? In addition, Park St crosses, and changes direction, at BSN, which has a high volume of traffic (greater than the recommended levels for a local street) and includes trucks. It is metres from the Capital City Trail? Will vehicles understand cyclists are crossing at at these neighbouring points? Who will have right of way, vehicles on BSN or cyclists on Park St? Will cyclists be aware they need to give way to vehicles or will a stop sign be installed at the BSN intersection similar to the one on Rae St? There is no explanation on the online map. This does not appear to be a good, safe and well planned response to COVID that will benefit the wider community. What consideration is given to pedestrians (including families) or joggers? Many locals already do not use the Capital City Trail due to the manner and speed many cyclists navigate this shared path. This problem is a safety risk and existed before COVID-19. It appears you are creating more space for cyclists but not pedestrians. It is unlikely that cyclists will stop using the Capital City Trail. Why not build a simple gravel path (similar to the one around Princes Park) beside the Capital City Trail that is dedicated for pedestrians? This parkland is wide enough. This would create space, be of long term benefit and take into consideration other members of the community, not just cyclists. The most frustrating thing is that this has distracted Council and taken funding away from the approved LAPM 3 plan which included traffic calming measures in this area which would benefit all, particularly cyclists. They include a raised priority crossing on the Capital City Trail (at Rae St and BSN), a zebra crossing at the BSN roundabout (including bike sharrows) and</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>narrowing BSN (including bike sharrows). The irony is that the priority crossing at BSN would have been of greater benefit to cyclists (ie a safer strategy) than a bi-directional path on Park St. Why weren't local residents notified about this "pop-up" bike lane? Particularly given the controversy that has surrounded the LAPM 3. This 'have your say' is once again tokenism on CoY part. Particularly as CoY plan to install it next week.</p>
14	<p>Project 1 – New pop-up bike lane on Park Street, Fitzroy North. Yes, the Capital City Trail does get busy but this so called "pop-up" solution in response to COVID-19 does not make sense and is poorly planned. The proposed section of Park St (between Nicholson St and St George's Rd) is a narrow one way street which runs alongside the Capital City Trail (approx 10m from the shared path) and crosses Rae St and Brunswick St Nth (BSN). Park St also changes directions - vehicles can only travel in a westerly direction between BSN and Nicholson St and in an easterly direction between BSN and St George's Rd. How does Council propose to install a bidirectional bike lane on this narrow street without causing confusion and increasing the risk of accidents? Is Park St really wide enough to accommodate parking, one vehicle travelling through and a bidirectional bike lane? In addition, Park St crosses, and changes direction, at BSN, which has a high volume of traffic (greater than the recommended levels for a local street) and includes trucks. It is metres from the Capital City Trail? Will vehicles understand cyclists are crossing at at these neighbouring points? Who will have right of way, vehicles on BSN or cyclists on Park St? Will cyclists be aware they need to give way to vehicles or will a stop sign be installed at the BSN intersection similar to the one on Rae St? There is no explanation on the online map. This does not appear to be a good, safe and well planned response to COVID that will benefit the wider community. What consideration is given to pedestrians (including families) or joggers? Many locals already do not use the Capital City Trail due to the manner and speed many cyclists navigate this shared path. This problem is a safety risk and existed before COVID-19. It appears you are creating more space for cyclists but not pedestrians. It is unlikely that cyclists will stop using the Capital City Trail. Why not build a simple gravel path (similar to the one around Princes Park) beside the Capital City Trail that is dedicated for pedestrians? This parkland is wide enough. This would create space, be of long term benefit and take into consideration other members of the community, not just cyclists. The most frustrating thing is that this has distracted Council and taken funding away from the approved LAPM 3 plan which included traffic calming measures in this area which would benefit all, particularly cyclists. They include a raised priority crossing on the Capital City Trail (at Rae St and BSN), a zebra crossing at the BSN roundabout (including bike sharrows) and narrowing BSN (including bike sharrows). The irony is that the priority crossing at BSN would have been of greater benefit to cyclists (ie a safer strategy) than a bi-directional path on Park St. Why weren't local residents notified about this "pop-up" bike lane? Particularly given the controversy that has surrounded the LAPM 3. This 'have your say' is once again tokenism on CoY part. Particularly as CoY plan to install it next week.</p>
15	<p>I live in Park Street where most residents park in Park Street outside their houses. I also watch the Reserve from my living room windows. Apart from mornings and afternoons there are not a great many bikes going through.</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>I have looked at the markings that have been done in Park Street for a pop-up bike lane.</p> <p>Most cars barely fit in the zones marked for parking and the opportunity for accidents with bikers going the other way, as people try to park, will be a real issue.</p> <p>In the section between St Georges Road and Brunswick Street North there is a large open space in the Reserve running parallel with the bike track, recently used for as a pop up village of work-huts. This includes sections of the old circular railway. We walk there to avoid the bikes all the time.</p> <p>This area needs new planting and could be extended into a lovely informal walking track or tan to allow walkers the safety of not constantly watching out for bikers. This could be permanent and would not be expensive - thus saving the Council from squandering money on pop - up facilities.</p> <p>I know there are strong voices for facilities for bikers in the Yarra Council. However I object strongly to the interests of Yarra Ratepayers and the people who actually live in these places always being regarded as secondary. There is a better solution to this.</p>
16	<p>Hi, I think the Park St pop up bike lane is a good idea for many reasons. I would like to point out however that the garden alongside Park St adjacent to where the bike lane is going (the garden starts at the end of Taplin St and heads west) needs planting out. It is in some disrepair with large bare and weed sections, some blocks out of place and in general not of the standard of these formal garden beds around the area.</p>
17	<p>The Park St contraflow is a good initiative. Safety for all, particularly vulnerable users, will improve.</p> <p>Its a great pity though, that your project doesn't extend all the way to Bowen Crescent.</p> <p>The section of the path where the speed of sporting type bike riders is actually beyond the Nicholson St cessation of your project. Probably because there's fewer deviations and crossing points that necessitate riders slowing down.</p> <p>Please work to extend the initiative.</p>
18	<p>I support more Open Space being reallocated for people walking and cycling and do hope generally that this initiative will enable the trials to remain beyond the immediate crisis to address the even bigger crisis of the climate emergency.</p> <p>Regarding the Park St contra flow lane. This has been a long identified need and I'm delighted to see it trialled. I will observe it in operation and provide feedback if I see an opportunity to improve. I do think there is an even greater need to address the section between Nicholson St and Bowen Crescent. I see many</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>uncomfortable situations in this section due to the large number of people and the large relative difference in speeds. The straight and wide open design of the path in this section supports those large speed differences. The school in Brunswick South adds many small and more vulnerable people into the mix along there.</p> <p>Recently Council installed a new pedestrian crossing at an exit point of the CCT in Princes Hill (at Mcilwraith St) that made it illegal to depart the CCT riding your bicycle. This prevents people riding from moving off the CCT and onto Park Street as this project desires people to do further East. I find this inconsistent treatment by Council confusing. Council is building infrastructure further east to have people riding leave the CCT to preferably use Park St and yet at Mcilwraith St Council has removed a previously available exit point for people on bikes to move onto the road. I ask as part of this project a formal, legal exit/entry point be reestablished for people on bikes at the CCT/Park St and Mcilwraith location.</p> <p>Please consider in this initiative addressing the same and even more apparent social distancing difficulties and conflict issues in the Nicholson to Bowen Crescent section of the CCT/Park Street section as outlined above.</p>
19	<p>This would help alleviate congestion on shared user path and reduce Covid risk to users.</p>
20	<p>Hi , I have noticed the proposed bidirectional bike lane markings on park street, Fitzroy North between St Georges Road and Nicholson Street. Which I think will be dangerous as cars parked east of Brunswick street north will not be able to see oncoming bicycles until the car pulled out over the bike lane. I don't think it's required as there is great off road bike path just a few metres away. Also this path will not meet the new bike path regulations that's been adopted in other Australian states of having one metre clearance between a cyclist and motor vehicles . Also I have noticed late in the afternoon and it will apply to the mornings that some cyclists wear dark clothes and don't have bike lights.</p>
21	<p>Great to see Yarra aiming to provide more space for walkers and young bike riders on the shared path. this is probably a worthwhile objective but needs some tuning.</p> <p>Park St seems to have low enough volumes and speeds to be a safe environment for bike riders of all ages at this time.</p> <p>Tried riding the Park Street Pop up bike lanes on Sunday</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>Issues include:</p> <p>Lack of signage to direct people on bikes onto Park St</p> <p>Lack of signage to let drivers know that bikes will be travelling in contraflow direction</p> <p>Being deflected south including being away from the signalised crossing at St George's Road</p> <p>Unclear if the lanes are intended to be one-way or bidirectional</p> <p>No separation from traffic - asked to share the traffic lane in some sections, otherwise a painted line in contra-flow direction</p> <p>As a result the vast majority of bike riders were using the shared path rather than Park Street.</p>
22	<p>Really looking forward to the Park St bike lane as it's between my home and my office in North Fitzroy. I will really appreciate the chance not to crowd pedestrians on the capital city trail when I'm cycling, or be constantly having to move aside for cyclists when I walk along it.</p>
23	<p>As a regular user of the capital city trail and Park Street (both as a pedestrian and erstwhile cyclist) and resident of Park Street, I believe there are a number of factors relating to the use of those spaces which council should take into account. I have been walking these paths and streets daily for the last four years since retiring, so believe I have some useful input.</p> <p>Clash of faster cyclists with slower cyclists and pedestrians</p> <p>At the outset, it is clear that the capital city trail cannot safely accommodate slower bike riders and pedestrians (often with dogs and children) and those speedier cyclists at the same time.</p> <p>Most bike riders do not obey the current requirement (as far as I understand it) or demonstrate common courtesy, by ringing a bell to alert you to their oncoming presence when approaching from behind. They also pass very close by pedestrians, and not having indicated their presence, create a real risk of hitting those pedestrians from the rear. As a regular user of this path, I now more frequently elect to use the footpath as it does not feel safe to have fast cyclists approaching from behind who do not appear to have regard for the shared nature of the path. An education program is urgently required to ensure cyclists modify this behaviour. In my view, a bike path of this nature is no place for someone cycling at high speeds, and there are many such users.</p> <p>The clash of these types of users has presumably led to the current proposal, if the idea is to move the faster cyclists to another location. I certainly agree that faster cyclists should use bike lanes on roads, rather than shared bike paths where they come into conflict with slow riders and pedestrians, dogs and children.</p> <p>Specific issues with Park Street</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>Park Street, with its change of direction at Brunswick Street North, narrow road space and regular heavy vehicle traffic is not a good choice from a safety perspective for cyclists riding against the direction of traffic. (I note that the Council flyer which announced that this proposal was proceeding does not make clear that cyclists would be permitted to ride contra the traffic in BOTH directions. The diagram on the flyer also appears to show a proposed bike lane on the northern side of Park street, which is not where the lane has been uniformly drawn.</p> <p>1. Piedimonte's semi-trailers</p> <p>Council is presumably aware that Piedimontes semi-trailers make multiple trips per day from Brunswick Street North, turning into Park Street, then turning into Birkenhead Street. Many residents have been complaining about this use of these local roads for years and there has never been a good explanation for this apparently council-sanctioned use contrary to weight restrictions.</p> <p>These semi-trailers take up a large amount of road space. How they will occupy the same narrow space with cyclists heading in the OPPOSITE direction is alarming to contemplate. I would love to see council prevent heavy vehicles from using these local roads as the weight restriction requires, perhaps now is the ideal time?</p> <p>Further, at the intersection of Park Street and Brunswick Street North, several new layers of complexity will be introduced by cyclists travelling across this intersection in both directions, together with entering heavy vehicles. Presumably cyclists will have to stop at this intersection, or they will risk their lives. As council is aware from its recent consideration of an island restricting entry to Brunswick Street North, this street has become a busy thoroughfare.</p> <p>Having to stop at Brunswick Street North detracts from any suggestion that the Park Street route will suit faster riders. What is contemplated at this intersection?</p> <p>There is already a great deal of confusion at the intersection of the capital city trail and Brunswick Street North already. I have observed many potential conflicts at this intersection, along with cyclists and pedestrians who seemingly expect the motor vehicles to stop for them, which they are not currently obliged to do.</p> <p>1. Motor vehicles travelling the wrong way from Birkenhead Street along Park Street</p> <p>It is very common for drivers to turn left from Birkenhead Street into Park Street travelling in a westerly direction contrary to signage and restrictions. I have previously asked council to consider some sort of built out garden at this intersection to further discourage drivers from turning left in this location. I am not sure that I received a response to this proposal.</p> <p>These drivers accelerate to the intersection of Brunswick Street North to quickly clear the area, knowing they are doing the wrong thing, but also seeking to avoid oncoming vehicles. If they meet oncoming cars, they usually do not change their mind, but continue on. On occasion, these drivers do not even stop at Brunswick Street North. I stress that this is a regular occurrence, particularly if there are any road closures in the area.</p> <p>Encouraging cyclists to now travel in a bike lane in a westerly direction and others to travel easterly, in the context of the illegal road use by drivers creates a major safety risk.</p> <p>1. Other intersections</p>
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Attachment 2 - Attachment 2 - Park St Community Feedback

	<p>Another regular occurrence is drivers failing to stop at stop signs at the intersection of Park and Rae Street, when travelling North/South or vice versa. I have also witnessed near misses at this intersection. Including cyclists travelling in dual directions into this mix is another major safety risk.</p> <p>Whilst council might make its plans expecting people to obey the road rules, this is simply not the case in reality. Adherence to the local speed limit is also often completely lacking.</p> <p>1. Parking cars in Park Street</p> <p>As a resident of Park Street and owner of a car, I do not understand how drivers can safely park their cars on the southern side of the street without endangering cyclists travelling in the opposite direction close to that side of the street. Drivers will have to cross over the cycle lane, heading straight for the cyclists. When road volumes return to a more normal size, how can this be safely done? Similarly, pulling out into traffic with cyclists heading directly for the driver and other cars and cyclists heading up behind the driver create an incomprehensible level of potential conflict and risk. I find it hard to understand why council is entertaining such a risky proposal.</p> <p>We all understand that council encourages less cars and less car use, however, Park Street does not appear from any aspect to be a good location for this proposal.</p>
24	<p>I am writing to <i>strongly oppose the contra-lane on Park Street</i> as it stands. This <i>project should be stopped, and the road reverted back to its original state</i>. A detailed risk analysis needs to be conducted and feedback from Yarra City residents needs to be considered.</p> <p>Bi-directional bike lanes on Park Street have significantly increased the <i>risk to cyclists</i> with cars pulling out into fast moving oncoming bike traffic. If you have not been to this section of Park Street, car parking is on the right-hand side of the street (the driver is in the gutter) which means that visibility for oncoming traffic is limited. This parking practice was put in place many years ago as a risk mitigation strategy.</p> <p><u>Strategy</u></p> <p>I am concerned that there is not a strategy around the Capital City Trail (CCT).</p> <p>The CCT should be a joint project between councils, looking at what the aim of the CCT is now and the role it will play in the future – this might, for example, include separating the CCT into 2 paths; pedestrians, and cyclists. However, this is simply a brainstorm idea from someone who is not a city planner. The combined minds of city planners, roads experts and residents across all the CCT councils would be able to develop a plan which builds for our future.</p> <p><u>Iterative Trials</u></p> <p>In December 2019 the council approved a new approach to projects called ‘<i>iterative trials</i>’, this is an entirely inappropriate approach and should be stopped immediately.</p> <p>‘<i>Iterative Design</i>’ is a valuable, researched and proven process which involves;</p> <ul style="list-style-type: none"> • understanding desired outcomes, • suggestion of ideas by experts, • review and input by different stakeholder groups, • risk analysis, • cost analysis, and

Attachment 2 - Attachment 2 - Park St Community Feedback

	<ul style="list-style-type: none"> the best design being implemented. <p><i>'Iterative Trials' lack the most important steps of this proven methodology, lead to safety issues and will likely cost in the long term. I have not found any research which discusses, analyses or proves the success of 'Iterative Trials'.</i></p> <p>The way in which this process was approved was as a subsection to Elizabeth Street changes, which lacks transparency. This approach gives too much power to Council Officers, removing the scrutiny which is an important tenet of our democracy. Council has a responsibility to its residents and this type of consultation with residents is inappropriate. For example, Park Street residents still have not received communication from the council about works, and the project has been implemented.</p> <p><i>Iterative Trials should be stopped immediately.</i></p> <p><u>Appropriate decision making</u> This council is set to discuss a number of important matters on 15 September 2020 and will then enter 'care-taker' mode on 22 September. It would be <i>inappropriate</i> to enact new projects, particularly under 'iterative trials'.</p> <p>The Park Street bidirectional / contra-lane <i>project should be stopped, and the road reverted back to its original state.</i> A detailed risk analysis should be conducted and feedback from Yarra City residents should be considered.</p>
25	<p>write to you again out of a deep concern for the safety of cyclists on Park Street between St Georges Rd and Brunswick St North, now the contraflow lane has been painted.</p> <p>I have attached photos to demonstrate my concern, and invite you to come and see this before you discuss the project at next Tuesday's council meeting. I would be happy to let you sit in my 'sanitised' car so you can experience the problem for yourself.</p> <p>As you can see from the photos, I can not see oncoming cyclists when pulling out of my carpark. My vision of the lane, and any cyclist on it, is completely blocked by the car parked in front of me.</p> <p>This would be the same for the majority of cars in this section of Park St, because, the curve of the road into the gutter is appropriately deep to deal with water run off. This means drivers are lower than in roads that are more level, so our vision is impeded by the parked car in front of them.</p> <p>I understand council wants to encourage faster cyclists to use this contraflow lane at peak hour. I fear it will most certainly end in severe injury, or death of cyclists, and consequent involuntary manslaughter charges for residents attempting to move their cars.</p> <p>We are lucky at the moment because of Covid-19 restrictions, but once they lift peak hour cyclists will use a lane they believe is safe when it is not. AND the majority of motorists taking off for work in the morning will not see the fast, oncoming cyclist.</p> <p>Cyclists and motorists rely on their local councils to provide safe roads that will save their lives. In this instance it is clear cyclists lives are at risk. I hope you will come and</p>

Attachment 2 - Attachment 2 - Park St Community Feedback

	see the road for yourself so we can find an elegant solution for both peak hour cyclists and residents leaving for work in the morning.
26	<p>Dear Councillors,</p> <p>We are writing to voice our opposition to the process taken to decide on a course of action and implementation of bicycle access in Park Street North Fitzroy.</p> <p>We are sympathetic and greatly concerned about the impact of the COVID pandemic.</p> <p>We do however have the right to be consulted and our views as residents of Park Street to be seriously taken into account.</p> <p>As consultants we know the limitations and benefits of consultation models.</p> <p>An <i>iterative</i> model in our opinion is highly inappropriate in these sensitive and complex times. It is exactly the wrong time to be excluding the lived experience and the voice of the people.</p> <p>In recent years Park Street has been subject to many changes to the street and bicycle paths including speed bumps.</p> <p>As residents we have had no communication about the recent changes that impact upon us as long term residents. That is distinctly disrespectful and frankly dangerous.</p> <p>The egress from cars is a delicate balance: to now allow bicycles to use a <u>narrow one-way street</u> in both directions puts the residents and bicycle users at high risk.</p> <p>As residents of Park Street and ratepayers we expect and demand to be consulted and the current bicycle paths to be urgently reconsidered.</p>
27	

Park Street, Fitzroy North
Nicholson Street to St. Georges Road
Contraflow Bicycle Lanes
Post Opening Stage Road Safety Audit



Prepared for: City of Yarra
Project Ref: TS-20-RSA-4694A
Date: 8 September

2020

Table of Contents

1. Introduction	3
2. Road safety audit process	3
3. Responding to this audit	3
4. Site details	4
5. Completed works and scope of audit.....	4
6. Documents used to facilitate audit.....	4
7. Audit findings and recommendations.....	5
8. Audit conclusion	12

Document control

Project Ref	Date	Revision	Lead Auditor	Auditor
TS-20-RSA-4694A	8 September 2020	A	Simon Penca	Darren Vella

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1. Introduction

Transafe has been engaged by City of Yarra to undertake a post opening stage road safety audit of the recently constructed contraflow bicycle lanes on Park Street between Nicholson Street and St. Georges Road in Fitzroy North.

This audit was conducted by:

Darren Vella [BEng Civil (Hons), Director]
Accredited Senior Road Safety Auditor

and;

Simon Penca [BEng Civil, Director]
Accredited Senior Road Safety Auditor

Transafe is accredited for the conduct of road safety audits under VicRoads' professional services register. The auditors have not had any involvement in the design or development of the subject works.

A site inspection was conducted during the day and night of 7th September 2020. The weather was clear and dry. Traffic volumes were low with several pedestrians and cyclists observed.

2. Road safety audit process

A road safety audit is a formal examination of an existing or future road or traffic project in which an independent, qualified team reports on the projects crash potential and safety performance (Austroads). This road safety audit has been carried out in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit with reference to relevant standards and guides, and draws on industry practice and experience to identify potential road safety audit findings. However, no guarantee is made that every deficiency has been identified.

3. Responding to this audit

As set out in the road safety audit guidelines, responsibility for the road always rests with the project team and not the auditor. The project team is under no obligation to accept all of the audit recommendations. Also, it is not the role of the auditor to agree to or approve the project teams response to the audit. This audit report should be responded to in writing including reasons for rejection of an audit finding and audit recommendation. Acceptance of all recommendations of this report would not guarantee that every potential road safety issue has been addressed, rather adoption of the recommendations should improve the level of safety of the subject site.

4. Site details

The subject site is located on Park Street between Nicholson Street and St. Georges Road in Fitzroy North. Park Street is a local Council one-way street. Park Street is one-way eastbound east of Brunswick Street North, and one-way westbound, west of Brunswick Street North. A residential 50km/h speed limit applies to Park Street and the surrounding development is parkland on the northern side of Park Street and residential on the southern side of Park Street.

Figure F1: Location plan



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5. Completed works and scope of audit

Bicycle contraflow lanes were recently installed on Park Street. The scope of this road safety audit is to assess the newly installed on-road bicycle lanes and associated works. Although pedestrian features may be covered, this is not a formal DDA assessment. Similarly, this audit may cover items relating to lighting and pole location, however is not a luminescence assessment.

6. Documents used to facilitate audit

The following information / drawings were used to facilitate the audit:

- Park Street Contraflow Bike Lane Design Fitzroy North, Sheets 1 to 2, revision A, dated 19/11/2014.

7. Audit findings and recommendations



The findings and recommendations of the road safety audit are detailed on the following pages. A response from the project team should be inserted into the relevant columns. Responses to audit findings and recommendations are generally not required by the auditors; rather a record should be kept for reasons of adoption or rejection of the recommendations for future reference by the project team.



Ranking of findings or recommendations



As per Austroads Guide to Road Safety, Part 6: Road Safety Audit, some findings or recommendations have been ranked as:



- Important: an item requiring the most effort to resolve, as the potential for danger is considered greatest.
- Other items, which are unranked, are not unimportant, but are simply unranked.



Road safety audit findings table



Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.1	<p>It is unclear what the priority is at the access into the eastbound bicycle path and the Nicholson Street footpath.</p> 	Further line marking and pavement stickers should be provided to clarify priority.	Important		
7.2	<p>A give-way sign and hold line is not provided at the car park opposite 286 Park Street.</p> 	A give-way sign and hold line should be marked. Consideration may also need to be given to bicycle warning signs (e.g. W6-7 & W8-23, or G9-57).			

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.3	<p>Opposing direction bicycle movements may not be expected at the many intersections. E.g. Rae Street, Railway Lane, Moss Street, Birkenhead Street, Best Street, Taplin Street. Motorists would typically only look in one direction at the intersection with Park Street.</p>  <p>View north from Rae Street</p>  <p>View south from Rae Street</p>	<p>Bicycle warning signs with bi-directional supplementary arrow and/or “Watch for bicycles” signs and green on-road surface texturing for the bicycle lane through the intersection should be provided to increase the prominence of the contra flow bicycle lanes at intersections. .</p>	Important		

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.4	<p>Bicycles excepted signage is not installed on Park Street at the intersection of Rae Street.</p> 	Bicycles excepted signs should be installed below all no-entry and turn ban signage.			
7.5	<p>It is unclear why yellow RRPMS have been installed at speed humps. This is inconsistent with standards.</p> 	White RRPMS should be used for this application. Yellow are only used to delineate the edge of the right side of a one-way carriageway or centre line of a two-way carriageway. Avoid placement of RRPMS within the bicycle lane.			

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.6	<p>There are limited give-way visual cues for the on-road bicycle lanes at the Brunswick Street North intersection.</p>  <p>View east</p>  <p>View west</p>	A give-way sign and give-way hold line should be installed for both directions.			

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.7	<p>Lane discipline signs are not installed. Other contraflow bicycle treatments in the City of Yarra utilise this signage. E.g. Yambla Street, Clifton Hill shown below</p> 	Consideration should be given to the installation of these lane discipline signs.			
7.8	<p>The bicycle lane is not properly line marked through the Birkenhead Street intersection.</p> 	The bicycle lane should be clearly line marked			

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.9	<p>There is a narrowing of the trafficable pavement between Taplin Street and St. Georges Road, due to parking on the northern side of the roadway. In addition there is no westbound bicycle lane marked between this location and Taplin Street.</p> 	Parking on the northern side at this narrow section should be removed or the road widened to enable the westbound (opposing direction) bicycle lane to be line marked for increased prominence.	Important		
7.10	<p>RRPMs are not provided along the edge line/bicycle lane.</p> 	RRPMs could be considered to enhance delineation of the dividing/separation line. If installed, they should be on the traffic lane side of the line as they are potential hazards for cyclists within the bicycle lane.			

Project team response undertaken by:

Name.....Signed.....Date.....

8. Audit conclusion

This road safety audit has attempted to balance the safety needs of all road users within the site/design constraints. It is the intention that all audit recommendations are realistic and feasible and commensurate with the actual risk posed.

A handwritten signature in black ink, appearing to read 'D Vella', written on a light grey background.



Darren Vella [BEng Civil (Hons), Director]
Accredited Senior Road Safety Auditor



and;



A handwritten signature in black ink, appearing to read 'Simon Penca', written on a light grey background.



Simon Penca [BEng Civil, Director]
Accredited Senior Road Safety Auditor



Road safety audit findings table



Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.1	<p>It is unclear what the priority is at the access into the eastbound bicycle path and the Nicholson Street footpath.</p> 	Further line marking and pavement stickers should be provided to clarify priority.	Important	Y	Provide footpath decal and signage to indicate priority for pedestrians.
7.2	<p>A give-way sign and hold line is not provided at the car park opposite 286 Park Street.</p> 	A give-way sign and hold line should be marked. Consideration may also need to be given to bicycle warning signs (e.g. W6-7 & W8-23, or G9-57).		Y	Noted

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.3	<p>Opposing direction bicycle movements may not be expected at the many intersections. E.g. Rae Street, Railway Lane, Moss Street, Birkenhead Street, Best Street, Taplin Street. Motorists would typically only look in one direction at the intersection with Park Street.</p>  <p>View north from Rae Street</p>  <p>View south from Rae Street</p>	<p>Bicycle warning signs with bi-directional supplementary arrow and/or "Watch for bicycles" signs and green on-road surface texturing for the bicycle lane through the intersection should be provided to increase the prominence of the contra flow bicycle lanes at intersections. .</p>	Important	Yes	<p>Signage will be provided as per recommendation. Green surface treatment will be installed when the trial becomes permanent. Note that designate green pavement on the contraflow could distract drivers from paying attention to cyclists going with the flow (via sharrows).</p>

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.4	<p>Bicycles excepted signage is not installed on Park Street at the intersection of Rae Street.</p> 	Bicycles excepted signs should be installed below all no-entry and turn ban signage.		Yes	Noted
7.5	<p>It is unclear why yellow RRPMS have been installed at speed humps. This is inconsistent with standards.</p> 	White RRPMS should be used for this application. Yellow are only used to delineate the edge of the right side of a one-way carriageway or centre line of a two-way carriageway. Avoid placement of RRPMS within the bicycle lane.		Yes	Noted

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.6	<p>There are limited give-way visual cues for the on-road bicycle lanes at the Brunswick Street North intersection.</p>  <p>View east</p>  <p>View west</p>	A give-way sign and give-way hold line should be installed for both directions.		Yes	Noted

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.7	<p>Lane discipline signs are not installed. Other contraflow bicycle treatments in the City of Yarra utilise this signage. E.g. Yambla Street, Clifton Hill shown below</p> 	Consideration should be given to the installation of these lane discipline signs.		Yes	Noted
7.8	<p>The bicycle lane is not properly line marked through the Birkenhead Street intersection.</p> 	The bicycle lane should be clearly line marked		Yes	Noted

Park Street, Fitzroy North – Contraflow Bicycle Lanes Post Opening Stage Road Safety Audit (inspected day and night of 7 th September 2020)					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.9	<p>There is a narrowing of the trafficable pavement between Taplin Street and St.Georges Road, due to parking on the northern side of the roadway. In addition there is no westbound bicycle lane marked between this location and Taplin Street.</p> 	Parking on the northern side at this narrow section should be removed or the road widened to enable the westbound (opposing direction) bicycle lane to be line marked for increased prominence.	Important	Noted	For trial stage sharrows of both direction will be applied to the squeeze point. If trial is successful and cyclist numbers warrant the change, the three parking bays on the park side of the road will be removed to allow for formal contraflow treatment to put in place.
7.10	<p>RRPMs are not provided along the edge line/bicycle lane.</p> 	RRPMs could be considered to enhance delineation of the dividing/separation line. If installed, they should be on the traffic lane side of the line as they are potential hazards for cyclists within the bicycle lane.		Noted	Will be installed as part of the permanent application.

Project team response undertaken by:

Name..... Karen Wong Signed..... Date.....

11.3 Community Engagement Policy and Action Plan

Reference: D20/130951

Authoriser: Acting Group Manager Advocacy and Engagement

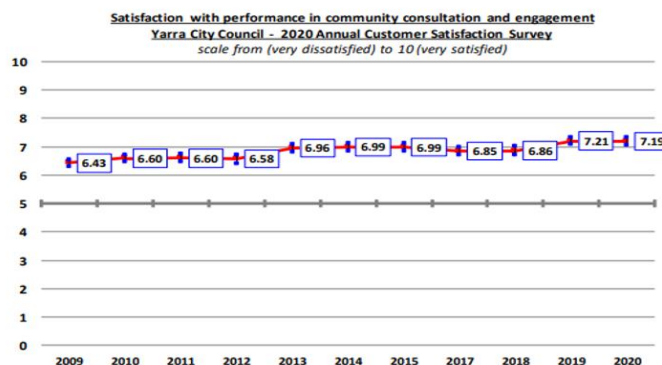
Purpose

1. To seek final adoption of Council's Community Engagement Policy 2020 and four year action plan.

Background

2. On 2 June it was unanimously carried that Council: *"endorse the draft community engagement policy and four-year action plan for a four week public exhibition period seeking community feedback."*
3. Exhibition of the draft policy and action plan was the final stage of an extensive community engagement process begun in 2019. Earlier stages of engagement fostered significant participation from the broader community. Targeted outreach to; groups at risk of underrepresentation, key local service providers and organisations as well as Council advisory groups, garnered meaningful input providing a solid foundation to this draft policy and action plan.
4. Council was presented with a detailed engagement report on stage one community engagement at the 2 June meeting.
5. The final draft policy and action plan also builds on the considerable work of Council in recent years to set the standard for community engagement, ensuring well researched and effective best practice methods underpin all our work. This includes trialling of a range of new digital and online tools, different approaches to outreach targeting traditionally underrepresented groups, campaign focussed engagement and further exploration of deliberative engagement practices.
6. Annual customer satisfaction surveying shows community satisfaction with our approach to community engagement has remained consistently high in recent years. Results in the last 2 years in particular, at 7.21 and 7.19, rank significantly higher than the Metropolitan Melbourne average at 6.77 and more so against other Inner Metro Councils at 6.63.

Satisfaction with Council's community consultation and engagement declined by less than one percent this year, although it remains at a "very good" level. This result was measurably higher than the 2019 IMAP (6.63) and metropolitan Melbourne (6.77) results.



7. The recent exhibition stage, seeking feedback on the draft policy and action plan, was undertaken throughout June this year and was promoted through:
 - (a) direct email invitations to all participants from stage one;
 - (b) email campaign to a range of community stakeholder organisations;
 - (c) emails to Council's advisory committees;
 - (d) social media posts (Facebook, twitter and Instagram); and

- (e) Yarra Life.
- 8. Typical of the exhibition phase of any consultation process, feedback for this stage was limited, receiving 20 survey responses and separately a detailed submission on behalf of Fitzroy Residents Association. The impact of Covid-19 may also have impacted participation at this stage of consultation. A full consultation report is attached.
- 9. The majority of participants indicated they were highly or reasonably supportive of the policy. Key themes included:
 - (a) praise and support for the foundational models of best practice frameworks that underpin the policy and our plain English approach to articulating our commitments;
 - (b) praise for inclusion of deliberative engagement practices;
 - (c) desire to see action and accountability match the policy commitments;
 - (d) support for the methods to reach underrepresented groups and in particular CALD communities in Yarra; and
 - (e) concern that the input of Yarra rate payers should be a prioritised focus of engagement.
- 10. It should be noted that the draft policy has drawn interest and received positive feedback from the Department of Environment, Land, Water and Planning and from across the local government sector. In its current draft form, Council's policy is considered a best practice framework for other councils responding to the new Local Government Act 2020 engagement requirements.

External Consultation

- 11. Two stages of consultation have been undertaken. A report outlining feedback received in the recent exhibition of the draft policy and action plan is attached.

Internal Consultation (One Yarra)

- 12. Significant internal consultation was undertaken including three staff workshops.

Financial Implications

- 13. The Community Engagement Policy will primarily be delivered within existing operational budget, however, projects utilising deliberative engagement methods as per the requirements of the Local government act may require additional budget as will be determined through the appropriate project planning. Resourcing of individual engagement projects into the future may also identify the need for additional budget requirements through project planning.

Economic Implications

- 14. Not applicable to this Policy.

Sustainability Implications

- 15. Not applicable to this Policy.

Climate Emergency Implications

- 16. Not applicable to this Policy.

Social Implications

- 17. Involving diverse and underrepresented community groups in the development of this policy and in Council planning and decision making is intended to positively encourage wide participation in social aspects of the Council's service delivery.

Human Rights Implications

- 18. The policy reflects the requirements of the Charter of Human Rights and Responsibilities Act 2006 relating to civic engagement.

Communications with CALD Communities Implications

19. Considerable effort was taken in the first round of engagement to target consultation with underrepresented cohorts, including public housing tenants and people with English as a second language. For example, outreach on the Collingwood Housing estate at the Harvest festival and to the Victorian Public Tenants Association, two English as second language class providers, a workshop with Richmond housing estate residents at Belgium Avenue neighbourhood house and consultation with neighbourhood house managers as well as consultation with the Multicultural Advisory Committee.
20. The policy includes specific reference to involving CALD communities in community engagement and the action plan contains actions that will enhance our outreach to CALD communities.

Council Plan, Strategy and Policy Implications

21. 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

22. Not applicable to this Policy.

Other Issues

23. NA

Options

24. NA

Conclusion

25. This policy and action plan are the culmination of considerable research and engagement, both internal and external, spanning 18 months. The draft policy is already considered a model for the local government sector and the action plan will support our continued high standard delivery of community engagement.

RECOMMENDATION

1. That:
 - (a) Council formally adopt the Community Engagement Policy 2020 and four year action plan.

CONTACT OFFICER: Natalie Thomas
TITLE: Senior Advisor Community Engagement
TEL: 9205 5154

Attachments

- 1 [↓](#) Exhibition Outcomes Report
- 2 [↓](#) Draft Community Engagement Policy 2020
- 3 [↓](#) Draft Community Engagement Action Plan 2020-2024

Attachment 1 - Exhibition Outcomes Report

Stage 1 - Community engagement report

Purpose

To listen to community feedback on, and assess community support for, the draft community engagement policy 2020 and four year action plan.

Figure one: stages and influence

Internal early 2019	External stage 1- input to inform draft mid to late 2019	External Stage 2 - exhibition of draft policy and action plan June 2020
Involve	Consult/involve	Consult

Objectives – exhibition stage

- Report back to the community on the outcomes of stage one external engagement and show how the policy and action plan respond to that input
- Ensure promotion to and encourage participation of participants in stage one as well as the broader community
- Provide plain accessible and plain English context and information to support engagement

What did we ask?

Participants were asked:

- To provide feedback on the policy, in particular their level of support for the nine commitments that shape our policy and our accountability?
- To provide feedback on the approach that guides the four year action plan under each of the directions:
 - Transparent and accountable
 - Representative and inclusive
 - Informed and meaningful
 - Respecting and strengthening community
- Participants were asked to provide both a rating of their level of support and further comments on both sections.

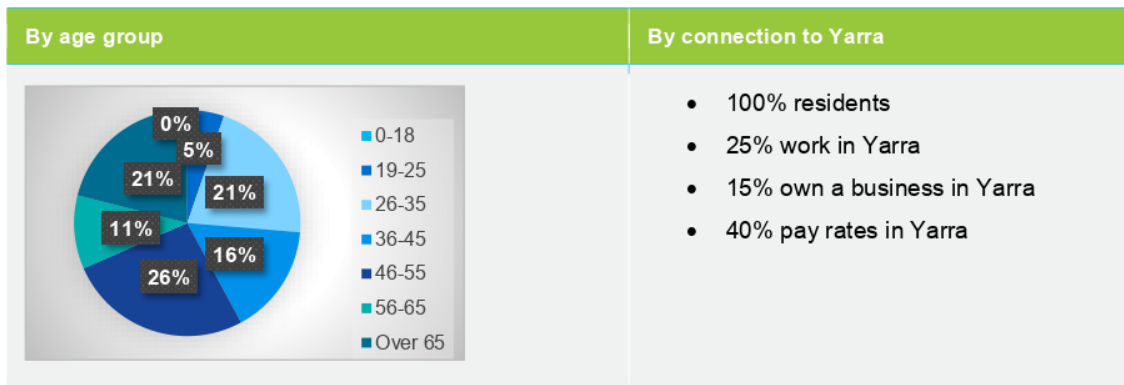
Promotion undertaken

- Direct emails invitations to all participants from stage one
- Email campaign to a range of community stakeholder organisations
- Emails to all advisory groups
- Social media posts (Facebook, twitter and Instagram)
- Yarra News E newsletter

Who did we hear from?

- 296 visitors to the Your Say Yarra page
- 20 completed survey responses
- 1 detailed submission on behalf of the Fitzroy Residents Association

Attachment 1 - Exhibition Outcomes Report



What did we hear?

- Level of support for the nine commitments that shape our policy and our accountability:
 - An average 60% of participants stated they were reasonably or highly supportive of the nine commitments
 - Note: the level of satisfaction relating to, *"Respectful: we value and respect our community's time, engaging closely when their influence is high and scaling back when it is more limited,"* rated significantly higher than all other commitments.
 - 5% were not sure
 - The remainder were somewhat or definitely unsupportive (It should be noted that a significant percentage of responses stating "unsupportive" related to dissatisfaction on customer service or particular neighbourhood based decisions).
- Level of support for the approach that guides the four year action plan under each of the directions:
 - An average of 72% stated they were highly or reasonably supportive of the directions guiding the plan
 - An average 5% were not sure
 - The remainder were reasonably or highly unsupportive
 - Again a significant number of unsupportive responses related to dissatisfaction on issues outside the scope of this policy and action plan
 - Support for the actions listed under "Respecting and strengthening community" was notably higher than for other directions

Key themes captured through participant comments	Council officer response
Support for the best practice frameworks and theory that underpins the policy and the accessible language used to give context	Noted
Support for the inclusion of deliberative engagement practice	Noted

Attachment 1 - Exhibition Outcomes Report

Key themes captured through participant comments	Council officer response
Acknowledgement of different approaches and methods required to include groups at risk of underrepresentation with particular suggestions around outreach to CALD communities	Noted. The action plan includes further initiatives to enhance our engagement of Culturally and Linguistically Diverse Communities including progressing our ability to reach out to key organisations and community leaders through our stakeholder mapping.
Concern to see actions and evidence of accountability match the commitments provided in the policy	Noted. The policy provides clear outline on how we will report back to the community on outcomes of community engagement advising how they will inform next steps and decision making.
Concern over a lack of response to general inquiries or complaints made to Council.	These concerns were outside of the scope of this policy and action plan, however, the feedback has been forwarded to our access Yarra team and council officers relevant to the issues cited.
Concern that the interest of rate payers in Yarra rate payers should be given the primary focus of decision making yet not referenced in report on stage one engagement outcomes	<p>Noted. The participation of home owners at 41% and apartment owners at 19% was provided in the report from stage one engagement showing significant level of input was provided by Yarra rate payers. All analysis of overall preferences towards outreach channels and methods of participation included the input provided by these groups.</p> <p>Approximately 50% of Yarra's residents are renters and many are customers of Council services. This number as a percentage is projected to grow. It is therefore, recommended the voices of non-rate payer residents are actively included in decision making processes to ensure services and infrastructure are meeting the needs of the broader population and Council decisions are reflective of the needs, expectations and priorities of the community as a whole.</p>
<p>The Fitzroy residents association provided a detailed submission commending a number of specific actions included in the action plan and also providing specific recommendations:</p> <ul style="list-style-type: none"> That the Policy include the following under the heading 'Community Engagement': "The Yarra City Council is committed to community-based governance and will seek opportunities for participatory and deliberative democracy. The Yarra City Council recognizes the need to refresh its political legitimacy and to 	<p>Yarra Council has been at the forefront of deliberative engagement practice in local government having facilitated a number of key planning and decision making processes. Examples include:</p> <ul style="list-style-type: none"> Liveable Yarra project informing the rewrite of the Yarra planning scheme policy The Yarra Age Care services community panel representative workshop on parking management in Yarra <p>Deliberative engagement practice is now formally acknowledged in the draft policy and actions in the four year plan address delivery of best practice deliberative processes.</p>

Attachment 1 - Exhibition Outcomes Report

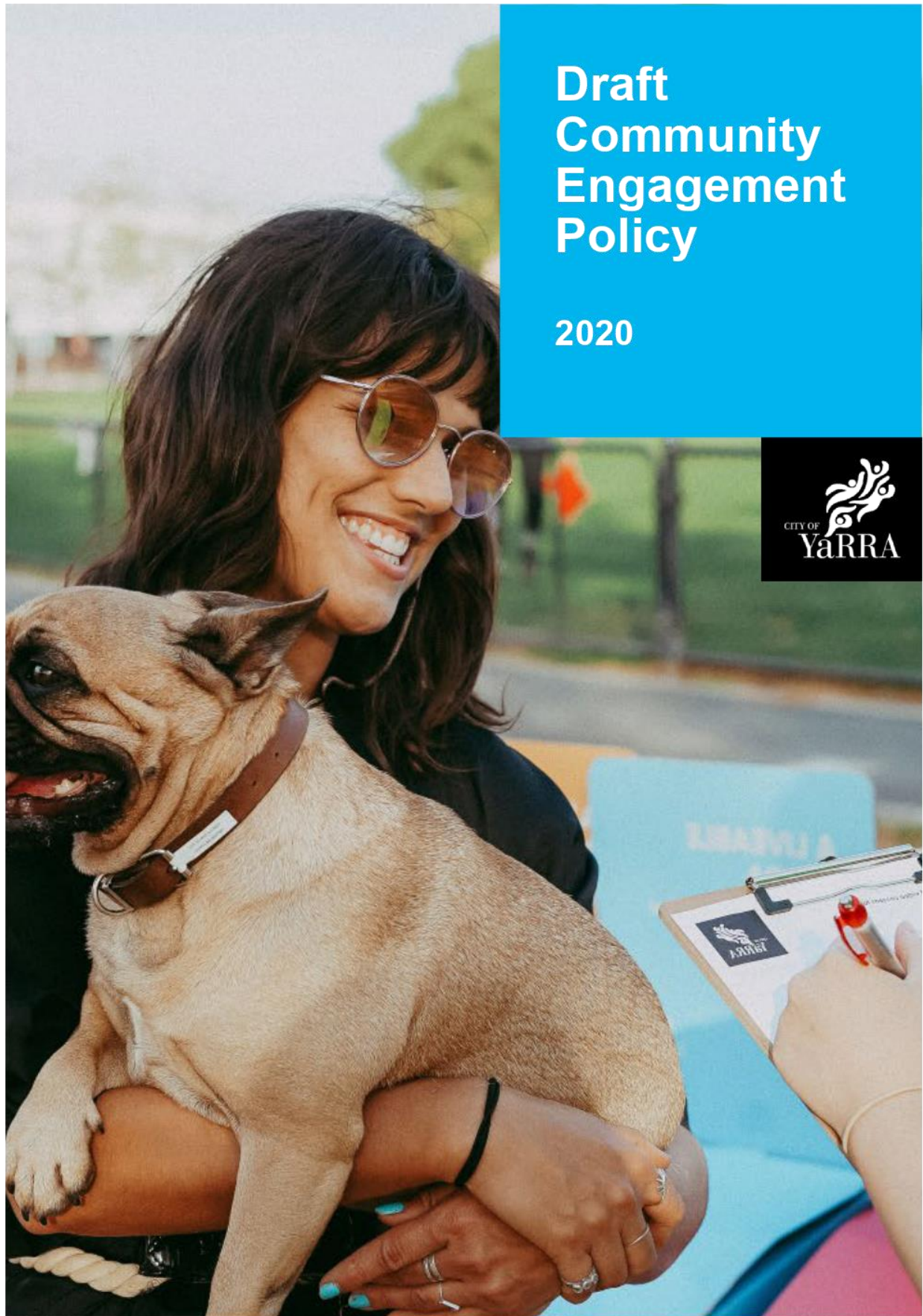
Key themes captured through participant comments	Council officer response
<p>ensure managerial competence in all aspects of its work.”</p> <ul style="list-style-type: none"> • The Community Engagement Action Plan 2020 – 2024 should be strengthened through the inclusion of community advisory boards, neighbourhood committees, community budgeting and citizen juries as a means of achieving joined-up planning and services. These are best enacted before the current Council term ends in October to lay the groundwork for future engagement with the community. • ‘Diverse communities such as LGBTIQ+’ be included in the Community Engagement Policy (Table page 5). 	<p>Representation of all neighbourhoods will be a key deliverable in the deliberative panel process that will be undertaken to determine Yarra’s long term community vision and four year Council plan. This process will be undertaken mid-2021.</p> <p>“Diverse communities such as LGBTIQ+” has been added to the policy to reflect community expectations.</p>

Sample of comments relating to key themes

- “It’s terrific, well done, easy to read. A good mix of plain English and theory. It shows you take engagement seriously and that your methods are grounded in evidence and research.”
- “Great to see the draft policy recommend citizens juries and deliberative panels.
- “State how council will measure its achievements, to clearly see whether council has achieved its objectives or failed to meet them. Currently Council doesn’t respond to feedback, complaints or issues submitted via email or its “Report an Issue” webpage.”
- “Lets make sure that there is action and not just lots of nice words. Yoursayyarra is a good initiative to get feedback and ideas, but council officers are the ones to make it all happen.”
- “Where changes are going to impact a significant % of people from non-English speaking backgrounds, or first nations people - having a more representative group of people doing the engagement should be considered to make it possible for impacted residents to look like they are worth talking to. Signs and printed material in the non-English languages of the most impacted groups’ language.”
- “Driving a stronger and united sense of community is extremely important in Yarra because of the diverse backgrounds stakeholders come from. However, your primary intent must prioritise the interests of the private ratepayers of this LGA - they determine the level of investment, maintenance and development the homes in this city experience, and this is all about the place we call home.”

Attachment 1 - Exhibition Outcomes Report

- “The FRA believes that deliberative community engagement can help to create better council services, promote social cohesion and foster a thriving democracy. The FRA therefore commends the Action Plan for identifying compliance and best practice and providing resources to the community in the form of guides and Page 2 of 2 templates, deliberative engagements, social media campaigns to engage with a broader audience, exploring new on-line methods (we would encourage a new platform for feedback and complaints), new place-based online engagement methods and a representative and meaningful consultation process.”



Community Engagement Policy

Acknowledgement

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

What do we mean by 'community engagement'?

Community engagement provides opportunities for the community to be involved in planning and decision-making because understanding the needs, aspirations, concerns and ideas of the community improves Council's planning and delivery of services. Good community engagement supports the building of respectful relationships it can also result in community strengthening and capacity building. Hearing from a range of perspectives leads to sustainable decisions and encourages ownership and belonging from all sections of our community. Importantly, it ensures transparency, integrity and trust in Council processes.

What is the purpose of this policy?

This policy is our commitment to the community on the principles and values that guide our community engagement. It applies to our councillors, staff, contractors and volunteers. It also serves as a guide for external organisations delivering infrastructure and services in Yarra. The policy outlines the role that community members can reasonably expect to play in our planning and decision-making.

This policy provides the core values underpinning our approach to community engagement. Detail on our day-to-day practice is provided to all Yarra staff in **A guide to Community Engagement in Yarra**. The process guide is a regularly updated companion volume with advice on a range of engagement scenarios, as well as a suite of templates and other resources. More detail on our deliberative engagement practice (see definitions) is available to all staff in **A guide to deliberative engagement in Yarra**.

Attachment 2 - Draft Community Engagement Policy 2020

Our promise to the community

The principles below (Table 1.) guide each of our community engagement projects. They are based on community feedback sought over a six month period and involving online and in person opportunities. A number of targeted consultations were arranged to include all advisory groups, different socio-economic groups, a range of language backgrounds, the voice of children and young people, the growing renter demographic and those living in multi-unit developments.

They are also based on best-practice community engagement frameworks including the International Association for Public Participation (IAP2) **Core Values for the Practice of Public Participation**, the Victorian Auditor General's Office (VAGO) **Public Participation Principles** and the principles outlined in the **Victorian Local Government Act 2020**.

Table 1. We commit to community engagement that is:

Representative	We identify people and groups likely to be affected by our decision, and ensure they have the chance to participate.
Accessible	We use methods that empower underrepresented groups to get involved. We use a variety of online, print and face-to-face methods to maximise our reach and remove potential barriers and ensure culturally safe spaces for engagement.
Meaningful	We empower stakeholders with relevant, objective and plain English information and resources to allow informed participation.
Transparent	We explain which elements the community can influence, to what level and how we will use our community's input.
Accountable	We report back to the community, explaining what we asked, what we heard, and what we did.
Respectful	We value and respect our community's time, engaging closely when their influence is high and scaling back when it is more limited.
Flexible	We adapt to evolving circumstances, including allowing for newly identified stakeholders to engage as necessary throughout the process.
Supportive	We advocate on behalf of the Yarra community where the work of external agencies (including other tiers of government) impacts our community.
Prepared	We ensure our engagement practitioners and decision makers have the appropriate training, guidance and resources.

Attachment 2 - Draft Community Engagement Policy 2020

What guides our engagement






When we engage

Engagement should happen early in the planning stage for any changes to or introduction of new, services, facilities, policies or local laws that impact our community, including Council's budget. It may need to occur at several stages in the lead up to final plans or decisions. The greater the impact on the community, the more interactive the consultation will be. Where necessary we will conduct technical research and feasibility of options before seeking community input to ensure the community is appropriately informed.

How we engage

Our approach is guided by the IAP2 **Spectrum of Engagement** which describes five levels of engagement, from 'inform' through to 'empower'. It matches the role of the community with the level of influence they should expect. Many projects will involve more than one level of engagement. This is because the community can have different levels of influence at different stages of the project and different groups within the community may be more directly impacted than others. Table 2 below describes the five levels of the spectrum and the roles of Council and community.

Table 2. Spectrum of engagement

	Inform	Consult	Involve	Collaborate	Empower
					
Goal	To provide balanced and objective information to make our community aware of something that has happened or will happen.	To listen to our community's feedback on options or a potential decision and take their input into account.	To seek input to identify issues, concerns and aspirations to inform decision making and show how that input has informed the decision.	To work with our community to develop a detailed understanding of all the issues and opportunities and identify agreed solutions at every step of the process.	To build the capacity of our community to identify solutions and/or lead change.
Commitment to community	We will keep you informed.	We will listen to and acknowledge your concerns.	We will work with you to exchange information, ideas and concerns.	We will seek advice and innovation from amongst the various stakeholder groups.	We will work with you to implement agreed decisions.
Community role	Listen	Contribute	Participate	Partner	Partner or Lead

Attachment 2 - Draft Community Engagement Policy 2020

Who we engage with

We make better decisions when we fully understand the needs, priorities and concerns of individuals and groups within our community. When we are planning to make a decision, we first identify the people and groups likely to be affected, and we reach out to involve them in the process. We recognise that some groups face barriers to engaging with us and we commit to using methods that enable and encourage their participation. Identifying who is impacted or interested in a decision, best methods of outreach and any barriers to participation are guided by a rigorous stakeholder identification process and our guide to working with groups at risk of underrepresentation that is routinely updated for current best practice.

Community stakeholders

We understand that some of our decisions affect the entire community, but we also know that most of our decisions affect some people more than others. We work hard to identify and engage directly with the most impacted, including those who face barriers to participation. Some community members fall within multiple stakeholder groups, making them particularly relevant to certain engagement processes.

Table 3. Examples of our many community stakeholder groups include:

Aboriginal and Torres Strait Islander people	Motorists	Public transport users
Business owners and workers	Neighbourhood houses and community centres	Resident associations
Carers	Neighbouring councils	Residents including ratepayers and renters
Children and young people	Non-resident ratepayers	Rough sleepers
Community advocacy groups (e.g. 'Friends of...')	Not for profit services	Schools, kindergartens and childcare centres
Council service users	Older people	Service groups
Culturally and linguistically diverse people	Other government agencies and tiers of government	Shoppers and diners
Cyclists	Owner-occupiers	Sports and recreation clubs
Diverse groups such as the LGBTQI community	Parents and guardians	Students
Emergency services	Park users	Visitors
Families	People with disability	
Heritage and history interest groups		

Attachment 2 - Draft Community Engagement Policy 2020

Other stakeholders

Sustainable decision making is also achieved when we involve relevant service providers, decision makers and funding bodies who might be external to council. This might be seeking their input prior to community engagement to understand all issues and parameters of a decision or to facilitate conversation between different community stakeholders and other levels of government or to inform those organisations and state and federal government of our community's concerns and aspirations.

Table 4. Examples of other stakeholders include:

Public Transport Victoria and Yarra Trams	Melbourne Water	VicRoads
Department of Health and Human Services	Victorian Planning Authority	Not for profit community service providers
State government	Federal government	Victorian Building Authority

Council committees






We work with a number of advisory committees including Council interest groups and project consultative groups who provide us with detailed feedback on the ways our decisions may affect specific communities. Some help us understand the issues and concerns of underrepresented voices (e.g. Yana Ngargna Advisory Group, Yarra's Aboriginal and Torres Strait Islander Advisory Committee), while others help us understand specific interests (e.g. Heritage Advisory Group). The role of these advisory committees is guided by the **Council Committees Policy 2019**.

Attachment 2 - Draft Community Engagement Policy 2020

Our tools and methods

Different types of engagement suit different decisions according to the level of impact, and level of influence the community will have. Every project or decision will vary according to its context, who it affects and how it impacts them as well as what can be influenced or is achievable. We assess each project accordingly.

Table 5. Examples of how different types of engagement may align with influence

Examples of Council decisions and planning	
<p>Inform</p> 	<p>Sometimes, we may need to inform you of a decision where there is no opportunity for community input. For example where:</p> <ul style="list-style-type: none"> • there are public safety issues that need to be addressed, related to traffic or otherwise • we are not the decision-making authority • there are no real options available • It's a decision of the elected Council e.g. included in a council strategy already endorsed by Council • It has previously been consulted on • It relates to an internal staffing or employment matter which is determined by the CEO
<p>Consult</p> 	<p>Sometimes options are limited for practical reasons for example work must be carried out but we will ask you how and when it should happen.</p>
<p>Consult and Involve</p> 	<p>Decisions carrying a lower impact still require community input but less time and resource intensive methods.</p>
<p>Involve and collaborate</p> 	<p>High impact and complex projects for example, major park upgrades, precinct master planning or annual budget planning require extra levels of interaction and often happen over several stages.</p>
<p>Involve, collaborate and empower</p> 	<p>The Local Government Act requires deliberative engagement practices for:</p> <ul style="list-style-type: none"> • Long term Community Visions • 4 Year Council plans • Financial management plans, and • Asset Management Plans <p>On long term and significant impact projects like these we use methods to partner with the community.</p>

Attachment 2 - Draft Community Engagement Policy 2020

The tools and methods we use make a big difference to who can participate and how meaningful the feedback is. Often our projects will use different methods at different stages. For example we might consult to gather ideas at early stages and then involve, collaborate or empower to finalise priorities, design details or decision details. Examples of the types of methods and tools we employ are shown in table 5 according to the type of engagement.

Table 6. Examples of tools and methods according to engagement type:

	Inform 	Consult 	Involve 	Collaborate 	Empower 
Example methods	<ul style="list-style-type: none"> • Signs • Yarra Life ebulletin • Social media • Yarra News bimonthly magazine • Direct mail 	<ul style="list-style-type: none"> • Surveys (online and hard copy) • Ideas boards • Creative projects • Online pin-dropping map tools • Face-to-face listening posts 	Partnering with the community <ul style="list-style-type: none"> • Workshops • Community panels • Advisory groups • Online forums • Co designing • Detailed online mapping, ranking and prioritising tools • Regularly reporting back to the community across multiple stages of engagement • Elements of deliberative engagement processes 		<ul style="list-style-type: none"> • Independently governed reference groups • Citizens juries • Representative deliberative panels • Deliberative budgeting

This list is not exhaustive. There are many other methods and tools we can use. Our **Guide to Community Engagement in Yarra** provides a longer and more detailed list of our methods and tools. It also discusses the ways we adapt our approach to reach different stakeholder groups. For example, to boost participation of people with disability, we can make sure that our online survey is compatible with screen readers, our workshop venues are accessible to mobility aids, and that participants are aware that we can arrange support staff (e.g. Auslan and language interpreters). Where projects impact children and young people we work with our local early years and youth service providers and school communities, and use age appropriate methods.

Attachment 2 - Draft Community Engagement Policy 2020

Transparent and accountable engagement

Our community tell us that clearly understanding the scope and potential impact of a decision, the type of influence they can have on a decision and being made aware of the outcomes of participating in engagement are the key drivers of participation. These three elements are also what make our engagement meaningful, transparent and accountable.

We will achieve this transparency and accountability through:

1. Empowering stakeholders with relevant, objective and plain English information and resources to allow informed participation.
2. Explaining which elements the community can practically influence, to what level and how we will use our community's input.
3. Reporting back to the community, explaining what we asked, what we heard, and what we did and/or the next steps that can be expected in the process.

Note: Reporting and updates will always be available online through our **Your Say Yarra** consultation platform, as well as provided directly to those who asked to be kept informed and have provided contact details.

Understanding our community

Understanding our communities of identity, place and interest supports targeted engagement and outreach to those groups. Our research tells us that currently, the top three sources of local news and information for our residents are:

- Word-of-mouth – friends, family, co-workers and neighbours (49%),
- Facebook (44%), and
- Council publications (39%)

We also know that unique aspects of our community and changes in technology and expectations require us to routinely adapt, refresh and update our approaches.

The diversity of our population

The Wurundjeri Woi Wurrung people are the cultural custodians of the land now known as the City of Yarra. They cared for the land for many thousands of years before being displaced by European settlers from the 1830s. Council acknowledges the profound impacts of these changes and today celebrates the rich and enduring culture of Yarra's Traditional Owners.

Over the past 70 years, Yarra has welcomed large numbers of immigrants, refugees and asylum seekers from Europe, Asia and (more recently) Africa. Each group of new arrivals has diversified and strengthened the culture and economy of Yarra. We know that currently:

- about 19% of Yarra residents were born in non-English speaking countries, and
- 23% speak a language other than English at home.

Attachment 2 - Draft Community Engagement Policy 2020

- In Yarra, 14.8% of the population has a disability and 7.2% of the Yarra population are unpaid carers assisting their family members. This totals 21% of Yarra's population- a large proportion of our community that face challenges to actively participate in community life.
- Yarra is a municipality of socio-economic extremes. While a third of households earn over \$2,500 per week, and 58% of workers are in managerial and professional occupations, more than one quarter earn less than \$400 per week and many are living with economic hardship and social disadvantage.
- Our methods of travel differ greatly to other municipalities. Yarra residents are more likely to travel by foot or bike than other municipalities, with nearly a half of all journeys to and from work using sustainable methods.
- Yarra has more than double the number of carless households (20%) than greater Melbourne (9%).

Changes to how we live and interact

Our population is increasingly young and transient.

- Just over 30% are aged 25 to 34, compared with 16.3% for greater Melbourne and just over half our residents are renting, compared to just under a third in greater Melbourne.
- Over the years 2011-2016, we had close to 8,000 people move into Yarra who were between the ages of 18 and 35. During this time, close to 3,300 people aged 35-44 moved out. These statistics reflect the high number of renters in Yarra (ABS, Census of Population and Housing 2006 and 2016).

More than ever, we are operating in a digital society where mobile technology makes access to information and people's ability to interact instant, easy and attractive to a much larger audience. This presents great opportunities for us to engage with our community online through our **Your Say Yarra** consultation platform and social media channels. A mixture of online, in person and hard copy opportunities, however, are still important.

Our inner urban culture and character

Our 235 hectares of parkland and open space offer a welcome buffer to high density living, and our heritage buildings are central to Yarra's character. Three-quarters of Yarra's buildings are covered by a Heritage Overlay.

Yarra has an identity as a creative place, built upon the legacy of students, artists and activists over many decades. Yarra's cultural assets include:

- 60 art galleries and numerous artist studios,
- over 50 live music venues,
- the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation and other key Aboriginal organisations such as, MAYSAR - Melbourne Aboriginal Youth Sport and Recreation Cooperative, VACCHO – Victorian Aboriginal Community Controlled Health Organisation, the Social Enterprise – Charcoal Lane and Aboriginal Housing Victoria
- three community radio stations, and
- a growing creative industry.

Yarra is renowned for its dynamic mix of retail, hospitality and entertainment precincts, attracting locals, visitors and tourists alike and we have a thriving local economy employing nearly 70,000 people.

- The largest employer is the health sector, which accounts for over a fifth of all jobs,
- closely followed by the retail food and accommodation sector,
- Most of Yarra's workers (86%) live outside the municipality.

Attachment 2 - Draft Community Engagement Policy 2020

Legislative environment

Our engagement work is necessarily guided by Victorian Government legislation and we are obliged to follow some processes. These processes often relate to long term and strategic planning and finance, for example the Council budget, developing the community vision, the four year Council plan or amending the planning scheme.

The **Victorian Local Government Act 2020** outlines a set of five overarching principles that are central to our engagement practice. They broadly outline the need for community engagement to be transparent, accountable, meaningfully informed and representative. The act also outlines the process for developing a Community Vision.

Other relevant legislation includes the **Charter of Human Rights and Responsibilities Act 2006**, **Public Administration Act 2004**, **Equal Opportunity Act 2010** and the **Child Safety Act 2015**.

Development and adoption of the policy

This Community Engagement Policy 2020 was adopted by Council resolution on >>>insert date<<<, superseding the Community Engagement Policy 2014.

This policy was directly informed by:

- online and face-to-face conversations with our community generating nearly 400 contributions
- in person opportunities that included direct engagement with our neighbourhood houses, community events engaging public housing residents, activities adapted for our CALD communities and a number of engagement projects trialling different methods to include the voice of children and young people
- consultation with our 14 community advisory groups
- best practice and statutory guides outlined in the references
- detailed input from our internal engagement network of IAP2-certified engagement practitioners

References

This policy is informed by a range of external research, and best practice standards, including:

- Public Participation in Government Decision Making - Victorian Auditor General's Office – better practice guide
- IAP2 Quality assurance standards - Core Values, Practitioners code of ethics and the IAP2 Spectrum of engagement
- Victorian Small Business Engagement guidelines
- New Democracy - Foundations for best practice in deliberation
- 2017 Market research study – communication methods and hard to reach groups
- 2019 Yarra City Council Annual Customer Satisfaction Survey
- City of Yarra Community Profile – social atlas id.
- REMPLAN – City of Yarra economic profile Definitions

Attachment 2 - Draft Community Engagement Policy 2020

Definitions

Community engagement	Involving those affected by or interested in a decision in the decision making process.
Community	<p>Can refer to the city of Yarra community as a whole or:</p> <ul style="list-style-type: none"> • community of place (based on geographic location e.g. the Richmond community) • community of practice (based on common interests and activities e.g. the bike riding or gardening community) • community of identity (based on an individuals shared perspective e.g. Aboriginal heritage, language speakers, residents of public housing, particular age groups or a religious community)
Stakeholders	<p>Sections of the community involved in engagement because of impact, interest or responsibility to deliver on an outcome.</p> <p>Can also refer to external organisations, and other levels of government involved in a decision.</p> <p>Always includes internal decision makers and implementers of decision outcomes.</p>
Tools and methods	Refers to the many types of engagement that can be employed such as online or in person, public meetings and community panels, surveys, ideas boards, public competitions or deliberative budgeting for example.
Engagement approach	The design/plan that ensures appropriate timing, resources, tools and methods according to a considered analysis of those affected, impacted or interested and the scope and remit of any engagement project.
Co-design	<p>A partnership with community to come to an agreed model or design of service delivery or public infrastructure.</p> <p>Can also refer to the co-design of the engagement process itself to ensure it is fully transparent and works for all parties.</p>
Representative Community Panel	<p>Can be used to deliver a range of engagement types from world café's, in person and/or online advisory groups through to complex deliberative processes.</p> <p>Larger panels (50-60 participants) can provide a representative sample of the population (to acceptable industry standards) of Yarra and can be appropriate for whole of Yarra decisions with wide reaching impact.</p> <p>Smaller panels (15-30 participants) can provide representative samples for niche decisions impacting particular groups of the Yarra community but still require appropriate support, time and information.</p>

Attachment 2 - Draft Community Engagement Policy 2020

<i>Deliberative processes and/or citizens juries</i>	<p>Usually convened for more complex, long term and high impact issues, where perspectives are likely to differ and/or where the issue is high impact on sections of the community. Can take different forms but best practice always involves:</p> <ul style="list-style-type: none"> • a representative sample of the population or group who are impacted (see representative panel) • a clear scope and remit that often asks for an agreed compromise of interests and outcomes, agreed priorities or consensus on a vision and direction • provision of timely, objective and independently sourced/verified information • sufficient time (often half day sessions spread across several weeks or months) • support to participate (including independent facilitation, reimbursement for time, hardships and expenses incurred and sometimes co-design of the process) • a commitment to participants on the level of influence their recommendation or decision holds (usually high)
<i>Deliberative elements</i>	<p>Used where time and resources required of a full deliberative exercise is incompatible with the level of impact a decision entails, but the impact is sufficiently high or the decision is sufficiently complex to still warrant an extra level of transparency, meaningfulness and representation.</p> <p>Examples of elements of deliberative practice include:</p> <ul style="list-style-type: none"> • Inviting a representative sample of those impacted by a decision in to a one off workshop in order to hear the range of perspectives and share more detailed information (this would usually happen after a broader community consultation so the full range of perspectives and issues requiring compromise are fully understood) • Inviting the community to consider the trade-offs involved in decision by presenting options, choices or a budget framework • Offering information sessions and accessible explanations of the project scope where issues are complex or dependent on other factors • Inviting key stakeholders or a sample of those highly impacted to co-design the engagement process to ensure it reaches out to the right groups and is fully representative

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

Community engagement action plan 2020-2024

1. TRANSPARENT AND CONSISTENT

We clearly communicate the scope of the decision, as well as the community's role, level of influence in the process and the outcomes or future actions arising from the engagement. We are consistent in our approach so the community knows what standards to expect.

Action	Timing Short = Years 1&2 Medium = Years 2&3 Long = Years 3&4	Measure
1.1 Support consistent compliance with best-practice and statutory frameworks by developing and implementing engagement resources, including a process guide and planning and evaluation templates.	Short	Community Engagement Process Guide and planning and evaluation templates are launched, available to staff on the intranet and used consistently.
1.2 Develop a training model and build staff capacity to ensure best practice standards are consistently adhered to across the organisation.	Medium, long	Engagement training and capacity building is developed and implemented, including online and in-person training opportunities.
1.3 Support managers across the organisation to lead teams that meet Yarra's community engagement principles and standards.	Short	Community engagement process overview is included in the Managers Induction Manual.
1.4 Investigate opportunities to embed Community Engagement within Yarra's budgeting, planning processes and/or project management frameworks.	Medium, Long	The appropriate process or framework has an embedded community engagement component.
1.5 Ensure participants in community engagement projects are kept informed of the outcomes and/or any future stages they should expect to see in the process.	Short, ongoing	Reporting back model and procedure is included in Community Engagement Process Guide and planning and evaluation templates and a

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

Action	Timing Short = Years 1&2 Medium = Years 2&3 Long = Years 3&4	Measure
		consistent model of reporting back to the community is reflected on the Your Say Yarra Website.
1.6 Ensure Yarra can undertake best practice deliberative engagement.	Short	<p>A resource guide on deliberative engagement practice is developed and communicated.</p> <p>A register of independent engagement facilitators and specialists is developed and communicated internally.</p>
1.7 Promote online engagement opportunities through the Your Say Yarra website and encourage greater participation.	Ongoing	The number of people participating in Your Say Yarra platform increases annually.

2. REPRESENTATIVE AND INCLUSIVE

We routinely refresh our understanding of our community in order to actively reach out to those who are impacted, affected and/or interested in Council decisions. We use methods that ensure access equality and adapt our approach to support inclusive engagement.

Action	Timing	Measure
2.1 Embed robust stakeholder identification within our community engagement planning and evaluation processes to support representative and inclusive engagement.	Short	Stakeholder mapping process embedded in our process guide and templates.
2.2 Ensure communication materials used for community engagement are written in plain English and use accessible formats.	Short to medium, ongoing	All engagement materials comply with Yarra's Accessible Communications Guidelines.
2.3 Embed best-practice principles in the process of engaging with groups that	Short	The Community Engagement Process Guide includes best

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

Action	Timing	Measure
might be at risk of underrepresentation including: Aboriginal and Torres Strait Islanders, children and young people, different cultural or linguistic backgrounds people with a disability, people facing economic disadvantage and/or homelessness, older people, and renters.		practice principles to engage with groups at risk of underrepresentation.
2.4 Continue to trial creative and age-appropriate approaches to deliver meaningful engagement with children and young people.	Short, medium	Engagement projects provide specific opportunities for children and young people to participate.
2.5 Embed a strengthened, whole of Council approach, to including the voice of children in Council decision making through consistent practice, supporting resources and professional development.	Medium to long term	Establish guide with tips, principles, statutory obligations, useful case studies and reference to available resources on intranet. This is supported by library of physical, age appropriate engagement resources and professional development delivered to teams routinely engaging children in their practice.
2.6 Develop an effective, youth-led approach to engaging young people aged 12 to 25.	Medium	A youth-led approach to incorporating the voice of young people in council decision-making is established and implemented.
2.7 Create a centralised and regularly updated database of community contacts, including; multicultural community groups, public housing representative organisations, local sporting groups, business associations, resident groups and other relevant community based, peak body or advocacy groups. The database will be used internally to assist proactive outreach.	Short, ongoing	Database of community contacts is developed and updated annually.
2.8 Support meaningful engagement for people living with disability.	Short, ongoing	Engagement projects provide opportunities for people living with disability to participate, with accessible materials online and in hard copy, promotion of accessible supports at consultation events and updating the

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

Action	Timing	Measure
		Your Say Yarra registration fields to allow individuals to outline their accessibility requirements.
2.9 Review our stakeholder mapping processes and community profile to ensure we continue to engage the most impacted demographics.	Annual	Internal resources are updated annually to reflect demographic changes.
2.10 Develop creative social media campaigns to support informed and meaningful engagement that encourages the participation of a broader audience, particularly renters and young people.	Short, ongoing	Social media campaigns have been delivered to support participation from a broad audience that reflects Yarra's demography.

3. INFORMED AND MEANINGFUL

We make sure those affected by or interested in a decision are informed by timely, relevant and objective information provided in a plain English and accessible format. We ensure the engagement methods are appropriate to the purpose and objectives of the engagement and the level of impact and influence involved in that decision making.

Action	Timing	Measure
3.1 Explore the use of different online methods and tools to present complex or technical information in an accessible, relatable and interactive way, to assist the community to engage meaningfully.	Ongoing	A range of digital engagement tools are implemented that deliver complex content in an easily accessible format.
3.2 Assist staff to engage with Yarra's advisory committees.	Short, ongoing	A central contact list detailing internal contact points for advisory committees is available for internal use.

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

Action	Timing	Measure
		The role of advisory committees is embedded within Community Engagement Policy and process guide.
3.3 Be clear about the role of technical and social research and where it differs from, supports or is supported by community engagement.	Short, ongoing	Clear definitions and processes are outlined in the Community Engagement Process Guide.
3.4 Explore place-based online engagement methods and tools where appropriate to facilitate a neighbourhood approach.	Ongoing	Use map based engagement tools and investigate new digital opportunities where appropriate.
3.5 Ensure engagement methods are appropriate to the level of impact on the community and their level of influence on the decision-making process, in line with the IAP2 spectrum of engagement.	Short, ongoing	Council engagement processes use a range of engagement methods appropriate to different levels of influence as outlined in the community engagement policy and process guide.

4. RESPECTING AND STRENGTHENING COMMUNITY

We acknowledge and value our community's time and resources by inviting engagement early when influence is at its highest and choosing methods that match the level of influence available. We respect that our community includes a range of valid perspectives, experiences and knowledge. Where appropriate, we share community sentiment with other organisations and levels of government whose decisions impact our community.

Action	Timing	Measure
4.1 Conduct a representative and meaningful consultation process to develop a long term community vision for Yarra and inform Council's four year planning cycle and other long term planning processes.	Medium	Community vision and four year Council plan reflect outcomes of considered community engagement process.
4.2 Explore opportunities to harness community engagement input when advocating on behalf of the community to external organisations and other levels of government.	Medium, ongoing	Our advocacy reflects the needs, aspirations and challenges our community expresses through Council's community engagement processes.

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

Action	Timing	Measure
4.3 Develop a shared central resource to catalogue where consultation has already occurred on issues or with particular communities to enhance future engagement and avoid over-consulting.	Short, ongoing	Central resource is available on intranet and is regularly updated.
4.4 Strengthen community engagement at an early stage in Council planning processes at the point where the community has the highest level of influence.	Short, ongoing	Community Engagement Process Guide outlines stages of engagement and how they align with the community's level of influence.
4.5 Ensure the community's time and resources are respected by selecting engagement methods (including deliberative processes where necessary) that are appropriate to the project scope, purpose and the level of influence available to the community.	Short, ongoing	Community Engagement Process Guide outlines tools and methods appropriate to different levels of community influence.
4.6 Advocate to external organisations and levels of government to ensure they are using best practice engagement standards when they are consulting with our community.	Medium	City of Yarra Communication and Engagement Guidelines for Authority and Infrastructure Works has been completed and is communicated to external organisations.
4.7 Explore the use of data analysis technology to more efficiently and effectively analyse large quantities of qualitative community feedback.	Medium	Explore and trial appropriate qualitative data analysis tools.

Attachment 3 - Draft Community Engagement Action Plan 2020-2024

11.4 Amendment C223 - 81-95 Burnley Street and 26 Doonside Street Planning Controls - Adoption

Executive Summary

Purpose

The purpose of the meeting is to consider the report of the independent Planning Panel (Panel) in relation to Amendment C223 and consider the officer recommendations. Council needs to decide whether to adopt the Amendment with or without changes, or whether to abandon the Amendment.

Key Issues

The report from the Panel, appointed to consider Amendment C223, has been received and was made publically available on 31 July, 2020 (Attachment 1).

Amendment C223 introduces planning controls into the Yarra Planning Scheme that would facilitate the development of land at 81-95 Burnley Street and 26 Doonside Street Richmond for a mix of residential and commercial uses, while also applying planning controls to secure key public benefits in any development on this land. The amendment would apply planning controls to manage traffic, address contamination, promote heritage and provide built form guidance.

The Panel was generally supportive of Amendment C223, which included Council's 'preferred' version of Schedule 15 to the Development Plan Overlay (DPO15). It has made some recommendations to change the amendment and these are outlined in this Council report and its attachments.

Council officers support the Panel's recommendations with the exception of a reduced upper setback from 10m to 8m to the Burnley Street frontage and the heritage building at 26 Doonside Street.

The Panel considered the Amendment generally well founded and supports key public benefits that would be delivered through the Amendment. Including provisions for affordable housing, traffic mitigation works, public realm improvements and a new public open space.

Financial Implications

The financial cost of planning scheme amendments is included in the budget of Council's Strategic Planning Unit for 2019/20.

PROPOSAL

Council must now consider the Panel and officer report for Amendment C223 and decide whether to:

- (a) adopt all or part of the Amendment, with or without changes; or
- (b) abandon all or part of the Amendment.

The report recommendation is that Council should adopt Amendment C223 in accordance with the Panel's recommendations with the exception of a reduced upper setback from 10m to 8m to the Burnley Street frontage and the heritage building at 26 Doonside Street.

11.4 Amendment C223 - 81-95 Burnley Street and 26 Doonside Street Planning Controls - Adoption

Reference: D20/136722

Authoriser: Director Planning and Place Making

Purpose

1. The purpose of the meeting is to consider the report of the independent Planning Panel in relation to Amendment C223 – *81-95 Burnley Street and 26 Doonside Street Richmond – Planning Controls* and consider the officer recommendations.
2. Council needs to decide whether to:
 - (a) adopt the Amendment with or without changes; or
 - (b) abandon all or part of the Amendment.

Background

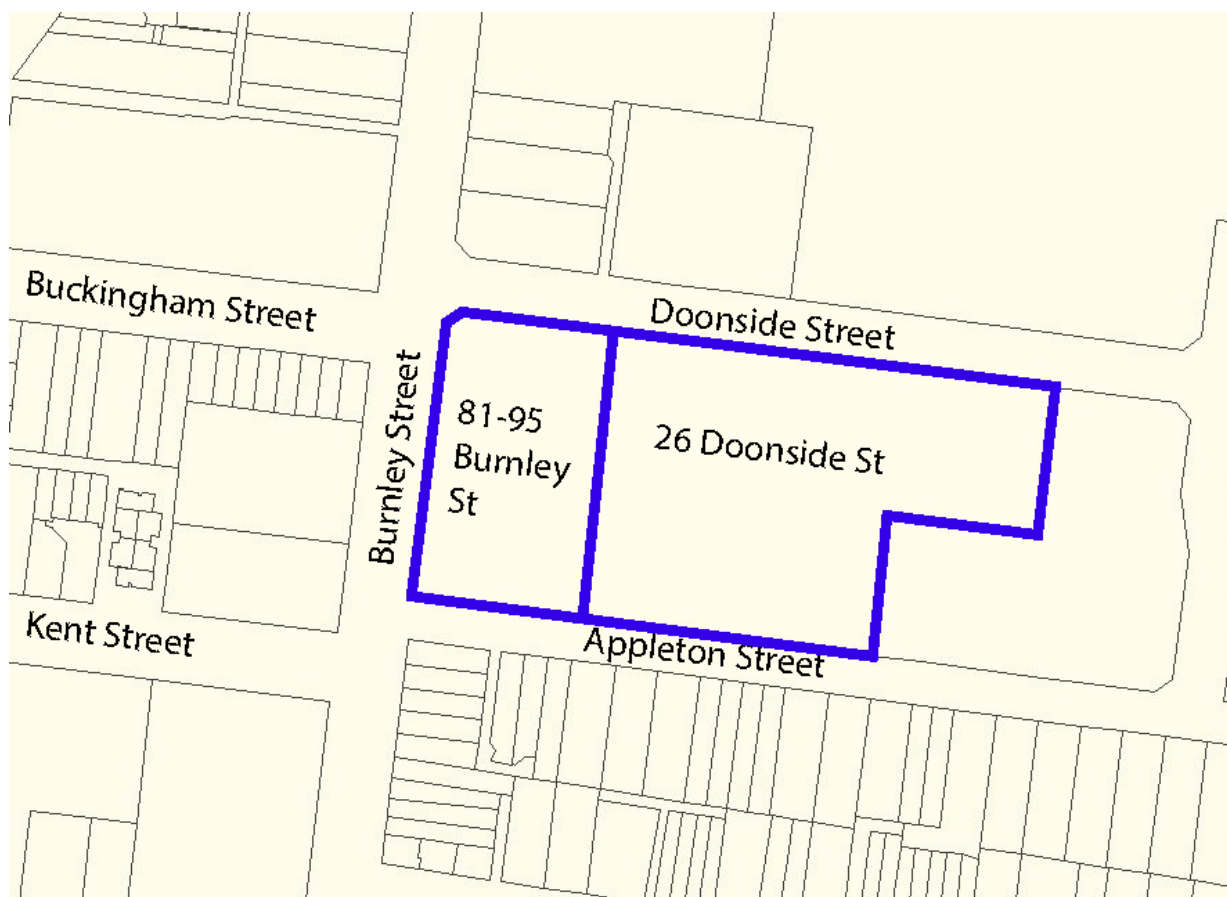


Figure 1 – Land affected by the amendment – 81-95 Burnley Street and 26 Doonside Street Richmond

3. Following a request by the landowner to make amendments to an initial proponent request for a planning scheme amendment, Council resolved to seek 're-authorisation' from the Minister for Planning to exhibit Amendment C223 for the site at its Council Meeting on 16 July 2019.
4. The changes to the planning scheme would facilitate the development for a mix of residential and commercial uses, while also applying planning controls to secure key public benefits in any redevelopment on this land. The amendment would also apply planning controls to manage traffic, address contamination, promote heritage and provide built form guidance.
5. Specifically, Amendment C223 proposes to:

- (a) rezone the land at 81-95 Burnley Street and 26 Doonside Street Richmond from the Industrial 3 Zone (IN3Z) to the Mixed Use Zone (MUZ);
- (b) apply the Environmental Audit Overlay (EAO); and
- (c) apply the Development Plan Overlay – Schedule 15 (DPO15).

Amendment C223 Exhibition

- 6. Amendment C223 was on public exhibition from 19 September to 24 October, 2019 (five weeks).
- 7. In accordance with Council resolution on 16 July 2019, exhibition included the statutory requirements in accordance with the *Planning and Environment Act 1987*; notification letters detailing information about the proposed Amendment; provision of fact sheets with information about the Amendment and the consideration process; and a targeted consultation process with residents immediately adjoining the site conducted by the proponent.
- 8. Council officers also offered appointments to all affected parties to explain the proposed Amendment in more detail.
- 9. Council received fifty-three (53) submissions, in summary:
 - (a) one submission in support from the proponent's planning consultant;
 - (b) one submission conditionally supporting the amendment from a nearby major landholder (Salta Properties);
 - (c) one submission conditionally supporting the amendment from a nearby resident;
 - (d) one submission from a government authority that provided further information, but did not object to the amendment; and
 - (e) forty-nine (49) objecting submissions from surrounding residents.
- 10. At its meeting on 3 March, 2020 Council considered the submissions and resolved to refer all submissions to an Independent Planning Panel (Panel). In its submission to the Panel, Council resolved that it adopts:
 - (a) *a position of general support for the Amendment with the officer response to submissions in this report and attachments (including advancing refinements to the wording of the DPO15 schedule); and*
 - (b) *an advocacy position to increase the provision of open space proposed in the exhibited DDO15, at 81-85 Burnley St and 26 Doonside St, Richmond.*

Amendment C223 Panel Hearing

- 11. The Panel appointed to hear Amendment C223 was chaired by Dalia Cook with member Andrew Hutson.
- 12. The Panel Hearing was held over seven (7) days in May 2020 and one (1) day in June 2020.
- 13. Council was represented by Marcus Lane Group and called expert evidence in urban design (Rob McGauran, MGS Architects), traffic (Charmaine Dustan, Traffix), open space (Joanna Thompson, Thompson Berrill Landscape Architects) and heritage (Jim Gard'ner, GJM Heritage Consultants).
- 14. The proponent called six (6) expert witnesses with experience in: Planning and Urban Design (Catherin Heggen Ratio Consultants); Planning (Sophie Jordan, Jordan Consulting and Michael Barlow, Urbis); Traffic (Hillary Marshall, Ratio Consultants); Heritage (Bryce Raworth, Raworth Heritage) and Peter Lovell (Lovell Chen Heritage).
- 15. As summarised in the Panel Report, key issues for Proponent included:
 - (a) the level of detail in DPO15 and the associated *Indicative Framework Plan*;

- (b) scope to increase certain *preferred* maximum building heights and reduce certain setbacks; and
 - (c) ensuring an equitable contribution to road upgrades, public open space and public realm upgrades.
16. Three (3) submitters requested to be heard at the Panel Hearing, and two written submissions were submitted to the Panel. Submitters to the hearing included:
- (a) Residents – one (1 household) from Embassy Apartments, and one (1 resident) from Supply Co Apartments; and
 - (b) Salta Property Group.
17. As summarised in the Panel Report, key issues for submitters included:
- (a) excessive scale of buildings (heights and setbacks) leading to overdevelopment, loss of views, devaluation and impacts on amenity;
 - (b) impacts on traffic and carparking, including the safety of the road network;
 - (c) whether heritage assets on the site would be respected in new development;
 - (d) protecting existing business operations and loading, especially within the Victoria Gardens Shopping Centre;
 - (e) the adequacy of new public open space on the land and location of new pedestrian and cycling links; and
 - (f) the viability of new commercial tenancies and their potential to compete with existing local tenancies.

Panel Report

18. The Panel Report was received by Council on 23 July, 2020 and made publically available on 31 July, 2020.
19. The Panel supported Amendment C223, which included Council's 'preferred' version of the DPO15, subject to certain recommended changes.
20. The Panel recognised that:
- (a) *"The subject land has consistently been identified in relevant strategic planning work as a strategic redevelopment site for inclusion in the Mixed Use Zone. The land forms part of the Victoria Street East Precinct but was not rezoned to Mixed Use Zone with nearby land as part of Amendment C99 in 2009." Page 1*
21. In relation to the appropriateness of the planning tools the Panel concluded, that:
- (a) *"The rezoning of the land to Mixed Use zone is strategically supported and is consistent with the approach to zoning in the remainder of the Victoria Street East Precinct." Page 2;*
 - (b) *"The Development Plan Overlay is the appropriate Planning Scheme tool to guide the redevelopment of the subject land." Page 2;*
 - (c) *"The application of the Environmental Audit Overlay to the whole property is consistent with relevant Practice Notes having regard to the history of the land, its potential for contamination intended sensitive land uses...." Page 2;*
 - (d) *"The approach to future built form proposed in the DPO15 is generally sound and strategically justified, subject to refinement of the Indicative Framework Plan including simplification of its graphic depiction to provide increased flexibility for the location and use of buildings (especially tower elements) as part of comprehensive site planning." Page 3; and*
 - (e) *"In conjunction with the Heritage Overlay and local heritage policy, the DPO15 would provide for the suitable protection, restoration and adaptive re-use of the two heritage buildings on the site." Page 3.*

22. Through the amendment, Council has negotiated several key public benefits which are now affirmed through the panel process. These include:
 - (a) 10% affordable housing;
 - (b) 576 m2 of public open space, representing 4.5 percent of the landholding for well orientated ground level public open space, supported as consistent with the current provisions of the Planning Scheme;
 - (c) provision for public realm improvements;
 - (d) provision for the management of additional traffic including the potential future signalisation of the Burnley Street and Doonside Street intersection with an associated contribution from the land owner; and
 - (e) provision for heritage conservation works.

Panel Recommendations

23. While the Panel's view of the amendment is generally supportive of Council's preferred DPO15, it has made a series of recommendations to change the amendment within its report (Attachment 1).
24. The following section of the report outlines the Panel's recommendations and officer's response.

Response to Heritage Values - Height at 26 Doonside Street

Panel recommendation

25. The Panel supports the inclusion of a height limit for the existing building at 26 Doonside Street in the *Indicative Framework Plan* (IFP), which sits within DPO15, to prevent additions and cantilevering directly over the existing building profile.
26. The Panel recommended "*specifying the height of the heritage building at 26 Doonside Street by reference to its ridge line height through survey*".

Officer response

27. Officers have included the height limit on the heritage building at 26 Doonside Street in the IFP for consistency (see Attachment 2 and 3).

Response to Heritage Values - Upper Level Setback

28. At the Hearing the proponent put forward reduced setbacks as part of the submissions made by their experts. An alternate setback from Appleton Street was not proposed.
29. Ms Heggen (urban design) proposed:
 - (a) 6m upper level setback to Burnley Street and Doonside Street for land in the Heritage Overlay;
 - (b) 3-6m upper level setback from Doonside Street in the non-heritage portions of the site; and
 - (c) 3m at ground separation to the heritage place at 26 Doonside Street.
30. Mr Raworth (heritage), Mr Lovell (heritage) and Council's heritage expert (Mr Gard'ner) did not support Ms Heggen's reduced setbacks.
31. Mr Lovell, however, considered that the:
 - (a) 10 metre upper level setback from Burnley Street could be reduced to 8 metres without having detrimental impacts on heritage outcomes; and
 - (b) 10m upper level setback from the heritage place at 26 Doonside Street could be reduced to 8m from east and 5m from south.

32. The exhibited version of DPO15 provides a range of minimum upper level setbacks. The exhibited setbacks are shown in Figure 2 below in red.

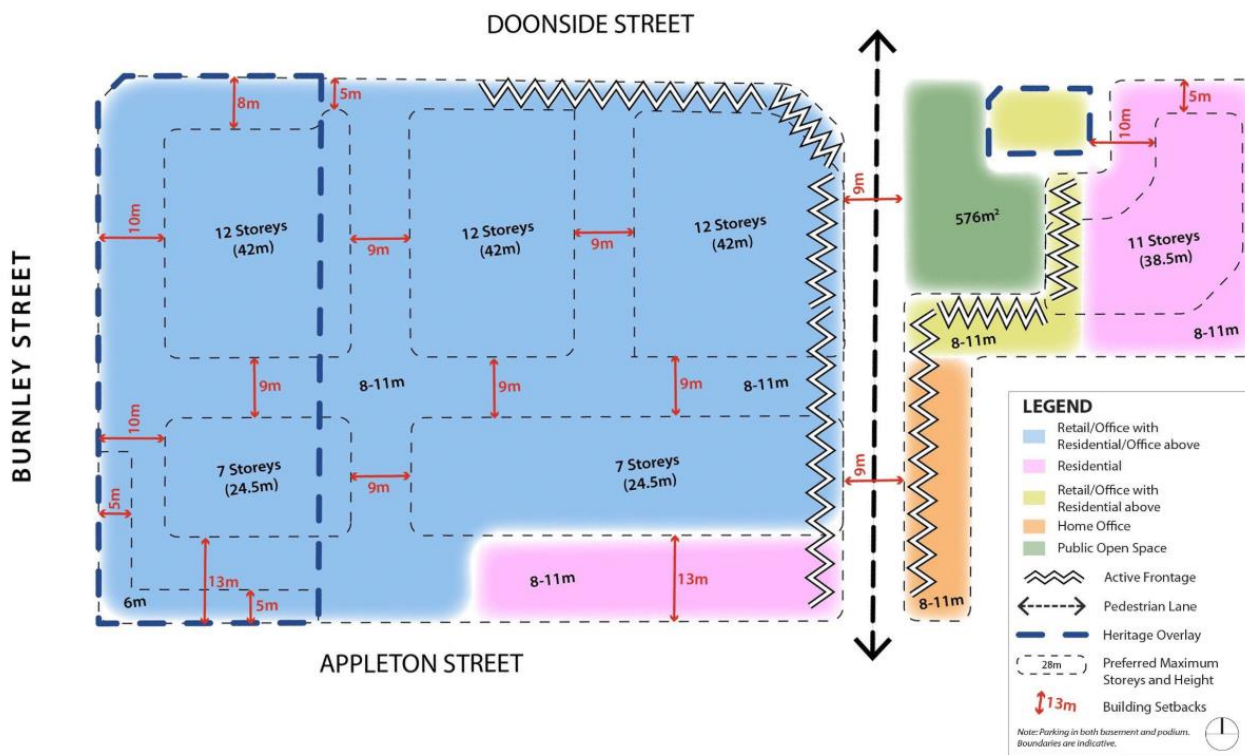


Figure 2 – Exhibited Indicative Framework Plan (IFP)

Panel Recommendation

33. The Panels suggested version of DPO15 (Appendix A of the Panel Report), recommends changes to the *preferred* minimum upper level (above podium) setbacks from 10m to 8m from the Burnley site boundary and the heritage building at 26 – 34 Doonside Street.
34. The Panel has given the following rationale for Burnley Street:
- “...due to the exposed corner condition at the intersection, there is justification for some continuity of setbacks. In this case, an 8 metre setback for Doonside could suitably be matched with an 8 metre setback along Burnley Street without unreasonable streetscape impacts.” Page 29
 - “The Panel is persuaded that the proposed reduction of the setback to 8 metres above the Repco building to Burnley Street as supported by Mr Lovell and Mr Raworth would be appropriate to maintain its heritage values including a three-dimensional appreciation of the retained building form.” Page 33
35. The Panel rationale for reducing in separation between the existing building at 26 Doonside Street and upper level forms from 10m to 8m to the east and the south was:
- “The reduction proposed by Mr Lovell (to 8 metres to the east) would be in keeping with the setback the Panel supports for Burnley Street; the issue of separation from heritage fabric being similar in both cases.” Page 33

Officer Response

36. The Panel acknowledged that Council explained that the *preferred* minimum setbacks responded to urban conditions including:
- the integrity of the heritage fabric on the subject land;
 - the residential area to the south; and

- (c) amenity of adjoining developments including those to the east and south.
- 37. Council submitted that the upper level setbacks of 10 metre from Burnley Street and the 13 metre *preferred* setback from Appleton Street would suitably ameliorate the visual impact of taller building forms when viewed from surrounding areas.
- 38. The discussion at the hearing was focused on whether or not a 10m setback could preclude a good design outcome with a lesser setback. It was also discussed that a 10m setback may not reach an optimum balance of heritage and urban design outcomes.
- 39. Officers do not support the Panel's recommendation to reduce the setback from 10m to 8m along Burnley Street of from the heritage place at 26 Doonside Street for the following reasons:
 - (a) at the hearing, Mr Raworth (proponents expert) concurred with the statement made by Council's expert witness:
 - (i) "The proposed 8m and 10m setbacks from the heritage façades will, in our view, achieve an acceptable relationship between the retained heritage fabric and the new tower elements;
 - (b) the proponents heritage report which supported the rezoning request, concluded that *Overall, the revisions to the Indicative Framework Plan and DPO15 provide improved heritage outcomes, particularly in respect to the reduction in scale of development near the heritage building at 26 Doonside Street.* It did not contest the proposed 10m included in the exhibited Amendment;
 - (c) Council relies on the heritage advice from GJM that a setback of 10m would ensure suitable separation between upper levels and the heritage place;
 - (d) Mr Gard'ner (GJM) originally advised that a 15m setback would be an ideal setback, however, advice was later revised to 10m, noting that most of the roof form could not be seen from the public realm and would still provide enough separation to retain the integrity of the heritage place;
 - (e) GJM's original advice raised concern that taller built form could dominate the heritage building at 26 Doonside Street. This original advice recommended a *"minimum 10m setback of higher built form from the heritage building can be achieved, new development of up to 11-storeys may be acceptable, but should be tested with modelling"*. Officers agree with this recommendation and the setback is consistent with those proposed along Burnley Street; and
 - (f) the proposed provision is 'discretionary' and does not preclude a lesser setback if it aligns with DPO15, in particular the vision and built form guidelines.

Open Space

- 40. At the Council Meeting considering submissions to the exhibition of C223, Council resolved to add the following:
 - (a) *in its submission to Panel, adopts an advocacy position to increase the provision of open space proposed in the exhibited DDO15, at 81-85 Burnley St and 26 Doonside St Richmond;*
- 41. Following Council's resolution, officers proposed the following provision within the DPO15 for Panel to consider:
 - (a) *"A Public Open Space Report must be prepared by a suitably qualified expert that demonstrates where and how open space can be increased to meet the demand associated with the development, as part of the development plan to the satisfaction of the Responsible Authority".*

Panel Recommendation

- 42. The Panel commented on the many positive aspects of the proposed open space:

- (a) *"The proposed open space, is identified in a part of the site that has good solar access and opportunities for synergies with land in the Victoria Gardens Shopping Centre or otherwise owned by Salta Properties." Page 48*
- (a) *"Another positive element of the new public open space as identified in the IFP is its adjacency to a new nine metre wide pedestrian and cycle path to be provided on the land." Page 48*
- 43. In its analysis of the open space requirement, the Panel raised concern for the provision of larger canopy tree planting as part a future development:
 - (a) *The impact of a potential basement underneath this reasonably constrained area of open space, since it is likely to limit opportunities for larger canopy tree planting.*
- 44. In response to this concern the Panel has included a recommendation to:
 - (a) *Amend Schedule 15 to the Development Plan Overlay to confirm that opportunities for deep soil canopy tree planting should be provided within the new public open space area, free from basement incursion Page 50.*
- 45. The Panel also recommended removing the following provision in its suggested version of DPO15 (Appendix A of the Panel Report),
 - (a) *"A Public Open Space Report must be prepared by a suitably qualified expert that demonstrates where and how open space can be increased to meet the demand associated with the development, as part of the development plan to the satisfaction of the Responsible Authority"*
- 46. In exploring the provision advocated by Council, the Panel was unsure of the outcome and wrote in its report:
 - (a) *"In the Panel's mind a real challenge emerges because even if the report was to indicate greater demand from the site than could be satisfied by the dedication of an area of 576sqm as proposed, what would come of this?" Page 49*
- 47. The Panel questioned the fairness of the added provision:
 - (a) *"In circumstances where strategic work is still underway to review the appropriateness of this contribution, the Panel is not persuaded that it would be equitable to require the Proponent to make a greater contribution at this point in time." Page 48*
- 48. However, the Panel commented:
 - (a) *"It would, however, be reasonable to tie the provision of public open space for this site to the controls at the point at which the site is redeveloped, so that if the Planning Scheme rate was to increase, the Proponent would be liable for a higher contribution." Page 48*
- 49. The Panel has recommended an amendment to DPO15 that would require the landowner to provide a contribution that aligns with the rate at the stage of subdivision. That being:
 - (a) *The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian lane (or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision). (Page 5, Attachment A of the Panel Report)*

Officer Response

- 50. The public open space area in the exhibited DPO15 is equivalent to 4.5 percent of the site area, which would meet the current requirements of Clause 53.01 of the Planning Scheme. (NB. the former 2006 Open Space Strategy identified the need within this sub-precinct is for a new small local open space).
- 51. Officers recommend that Council support the Panel's recommendation for the following reasons:

- (a) the amendment provides the currently required amount of open space and fulfils the Council intent through the delivery of a small local open space;
- (b) the proposed open space would achieve a positive outcome as outlined by the Panel;
- (c) the Panel has recommended an amendment to DPO15 that would require the landowner to provide a contribution that aligns with the rate at the stage of subdivision; and
- (d) officers support the inclusion of a new provision to require deep soil planting requirements which would assist in the delivery of new canopy trees.

Content of Schedule 15 to the Development Plan Overlay

52. At the Hearing the proponent put forward some changes to the visual representation of the IFP including the provision of open space, which was less prescriptive than Council's preferred position.

Panel Recommendation

53. In considering submissions and hearing expert evidence the Panel has made several recommendations to DPO15, including specific changes to the IFP. The Panel's version can be found in Attachment 1 of this report (Attachment A of the panel report).
54. The Panel has recommended specifically:
- (a) *Approve Yarra City Council's preferred version of Schedule 15 to the Development Plan Overlay as amended in Appendix A, subject to the recommendations of this Report; and*
 - (b) *Amend the Indicative Framework Plan in Schedule 15 to the Development Plan Overlay as follows:*
 - (i) *delete dashed lines capable of indicating building footprints;*
 - (ii) *convert references from storeys to metres;*
 - (iii) *delete the graphic depiction of a 9 metre separation between buildings;*
 - (iv) *specify the height of the heritage building at 26 Doonside Street by reference to its ridge line height through survey;*
 - (v) *adopt the arrow notations pertaining to the spectrum of land use generally as recommended in Ms Heggen's preferred Indicative Framework Plan;*
 - (vi) *delete the graphic notation of active frontages, and*
 - (vii) *make consequential changes based on recommendations in this Report.*

Officer Response

55. The Panel acknowledges that while the DPO15 may place obligations on a developer, the application of DPO15 is justified considering its mixed use context and layered policy setting. In considering submissions to the hearing the Panel has refined DPO15 in what it has described as a "*sufficiently workable outcome*".
56. Officers have made amendments to the IFP in accordance with the Panel recommendations as they improve the useability of the DPO15. Officers consider that the supported recommended changes made to DPO15 retain the strategic intent and key public benefits of the amendment.
57. A tracked changes version of DPO15 for adoption can be found at Attachment 2 and a rationale for every change to the DPO15 from the exhibited version to the version for adoption at Attachment 3.

Panel Conclusions

58. In response to submissions made during exhibition and the Panel, it has provided comment on key elements of the amendment. The conclusions of the Panel reinforce Council's preferred DPO15 advocated for at the Panel.

Building Heights

59. At the hearing the proponent entered a revised IFP, through expert evidence that deviated from Council's preferred version in relation to heights. Changes proposed by the proponent's experts included a:
- (a) podium height of 11m in the non-heritage portions of the site, rather than the 8-11m range;
 - (b) building height of 59m, (from 42m) on Doonside St, west of the proposed pedestrian lane; and
 - (c) building height of 27.5m, (from 24.5) on Appleton Street west of the proposed pedestrian lane.
60. In relation to heights in the exhibited DPO15 and the revised heights put forward by the proponent, the Panel said:
- (a) *"The Panel supports Council's concerns that people notified of the Amendment may be denied natural justice if the Amendment was changed to reflect taller preferred maximum building heights arising for the first time in evidence for the Panel hearing."*
Page 25
61. Beyond the issue of natural justice, the Panel considers that the emerging context around the site should be given substantive weight in assessing *preferred* maximum heights for the Amendment. Current and emerging scale of developments within the Victoria Street East Precinct indicate that the scale of *preferred* maximum heights in the exhibited IFP would be appropriate.
62. The Panel concludes that:
- (a) *"There is inadequate justification for taller preferred maximum building heights in the schedule to the Development Plan Overlay having regard to the scale of development in this part of the precinct and the role of this land, especially considering that these building heights are discretionary."* Page 27
63. With regards to the podium height, the Panel commented:
- (a) *"It is also significant that DPO15 provides for a relatively uniform two to three storey podium height for buildings to provide a 'human scale' to site frontages, with setbacks of built form above to reduce visual impact on streetscapes and private properties"*
Page 26

64. Officers support the findings of the Panel Report.

Traffic, Public Transport and Parking

65. A key issue raised during the exhibition was the potential impacts a future development would have on traffic, the public transport network and parking within the immediate surrounding area.
66. At the hearing the proponent's transport expert provided evidence that questioned the need for a future intersection upgrade and proposed wording changes to DPO15 with regards to access and loading.
67. After hearing evidence from both Council's and the proponent's experts, the Panel has supported Council's preferred version with some minor refinements (see Attachment 2 &3).

Public Transport

68. The Panel acknowledges the fact that the current frequency or capacity of these public transport options is a concern to some local residents as expressed in submissions. However, the panel concludes that:
 - (a) *“The subject land is strategically located close to a wide range of services and facilities, including those proximate in the Melbourne CBD. It also has nearby access to a range of public transport options.” Page 55; and*
 - (b) *“The Panel agrees with the traffic experts, Council and the Proponent that this is a systemic issue for state public transport authorities, to be addressed on a precinct wide basis.” Page 55.*
69. Officers agree with the Panel's conclusions with regarding to public transport capacity.

Parking Rates for Future Development

70. Parking rates proposed in the amendment documentation was an area of concern for many submitters to the amendment. Council's response to submissions was that parking rates would be considered as part of the Development Plan and subsequent planning permits. The Panel supported this position following hearing evidence from Council and the proponents' transport experts.
71. The Panel noted that it did not think it was appropriate to include parking rates in the Schedule to the DPO15.
72. Officers agree as the appropriate tool to manage parking rates is through a Parking Overlay.

Managing Increased Traffic and Access

73. Submitters expressed concern about the cumulative effect of nearby development approvals, both recently constructed and yet to be constructed, and traffic congestion arising from commercial vehicles; particularly arising from competing demands from supermarket trucks, conventional vehicles and increased movements along Appleton Street.
74. The Panel supports Council's assessment that redevelopment of the site would require signalisation of the Burnley Street and Doonside Street intersection at some stage to ensure safe and functional traffic and pedestrian movement.
75. The Panel also concluded that:
 - (a) *“It is reasonable for the schedule to the Development Plan Overlay to require the Proponent as the agent of change to contribute to all uncollected costs of the upgrade to the extent required in the absence of any identified mechanism by which the costs of these works can be levied on surrounding landowners.” Page 42;*
 - (b) *“The requirements and timing for further investigation of the design of intersection upgrade works in the schedule to the Development Plan Overlay as exhibited are reasonable.” Page 42; and*
 - (c) *It is appropriate for the schedule to the Development Plan Overlay to provide that Doonside Street be developed as the ‘primary access’ frontage for the land, with Appleton Street providing ‘secondary access’ with limited loading and unloading infrastructure.” Page 42.*
76. The DPO15 for adoption reflects Panels conclusions.

Affordable Housing

77. The Panel considered whether suitable provision has been made for affordable housing within the Amendment. The DPO15 schedule as drafted would require the Proponent to enter into an agreement for purchase or management of affordable housing by a Registered Housing Association or Not-for-Profit body to the satisfaction of the Responsible Authority.
78. The Panel concluded that:

- (a) *"The Proponent's commitment to provide 10 percent of the number of new dwellings on the land as affordable housing will result in important community benefits in line with policy." Page 52; and*
- (b) *"The requirement for a section 173 agreement is appropriate as the mechanism for securing the commitment to delivering the affordable housing contribution." Page 52.*

Land Values

- 79. During the exhibition of Amendment C223, Council received several submissions from surrounding residents regarding the impact on the value of their properties. Council took a position to Panel in line with its response to submissions that:
 - (a) *The economic effects relevant to the Amendment stage are those of a broad community nature rather than of an individual kind.*
- 80. The Panel agrees with Council's position that:
 - (a) *"Potential effects on private land values in the area should not affect its consideration of the Amendment." Page 56*
- 81. The Panel noted in its report that land values can be impacted by a variety of factors, and that in their experience *"there is also a potential for uplift in amenity and services for nearby residential properties if the land was rezoned from Industrial to Mixed Use". (Page 56)*

Amenity and Views

- 82. Submissions from nearby apartment buildings raised concerns that the development of the site would have an adverse impacts on their amenity and views from their apartments.
- 83. The Panel considered whether the Amendment has given due regard to the need to maintain a reasonable level of residential amenity for nearby residents, including protection of private open space from overshadowing.
- 84. The Panel supported Council's position that private views are not protected under the planning scheme and commented:
 - (a) *"It is not reasonable to constrain development on this site to avoid such an outcome." Page 57*
- 85. The Panel noted that a key element of the DPO15 was the requirement of a 9m building separation for upper levels. The Panel noted this was an:
 - (a) *"Important way to achieve views and daylight through the site and to reduce the perceived scale of building forms. If managed carefully, this may have the potential to preserve some outlooks from adjoining land or to create new viewlines." Page 58*
- 86. The Panel concluded that:
 - (a) *"Given separation distances and the provisions of Clause 58, there are suitable parameters in place to maintain a reasonable level of amenity for nearby residents and to protect private open space from unreasonable overshadowing." Page 58*
- 87. Officers agree with the Panel's conclusion that along with DPO15, there is sufficient guidance within the planning scheme to ensure a future development does not have unreasonably impact residential amenity and would provide for a balanced outcome.

Amenity and the Public Realm

- 88. At the hearing the Panel considered if there were sufficient guidance within DPO15 to manage amenity impacts on the proposed open space, footpaths, pedestrian lane and communal areas of the Embassy Apartment Complex.
- 89. The Panel also discussed whether the requirement to improve the public realm within the DPO15 reasonable and well defined.
- 90. The Panel acknowledged that there are several guidelines within DPO15 to protect footpaths against unreasonable overshadowing, which include:

- (a) the private properties to the south of Appleton Street would not be overshadowed between 10.00am and 2.00pm at the equinox;
 - (b) the opposite side of Burnley Street free from overshadowing from 11am at the equinox; and
 - (c) guidelines that ensure a future development would not unreasonably overshadow the pedestrian lane and public open space.
91. The Panel supported the controls within the exhibited version of the amendment which sought to limit overshadowing.
92. At the hearing the Panel received evidence from Council that showed:
- (a) *“The overshadowing of the communal area within the Embassy Apartment complex was caused by that building itself.” Page 35*
93. When considering how DPO15 manages public realm improvements Panel concluded that:
- (a) *“It is reasonable to provide for a requirement for the Proponent to upgrade localised public realm infrastructure given the scale and impact of the development.” Page 36; and*
 - (b) *“The Panel is not persuaded by the Proponent that these types of works need to be specified beyond the level of detail already provided in DPO15.” Page 36.*
94. The Panel supports Council’s approach to managing improvements to the public realm in the preferred version of DPO15.
95. Officers agree with the findings of the report that overshadowing of communal areas within the Embassy complex are caused by itself.

Amendment C223yara – Version for Adoption

96. The Amendment, for adoption proposes, proposes to make the following changes to the Yarra Planning Scheme:
- (a) rezone the land at 81-95 Burnley Street and 26 Doonside Street Richmond from the Industrial 3 Zone (IN3Z) to the Mixed Use Zone (MUZ);
 - (b) apply the Environmental Audit Overlay (EAO); and
 - (c) apply the Development Plan Overlay – Schedule 15 (DPO15).
97. The amendment documents recommended to be submitted for approval can be found at Attachment 4.
98. Section 9 of the Planning and Environment Regulations 2015 (the Regulations) sets out the information to be submitted to the Minister for Planning under Section 31 of the Act. Council must provide the following:
- (a) the reasons why any recommendations of a Panel were not adopted; and
 - (b) a description of and the reasons for any changes made to the amendment before adoption.
99. Attachment 3 to this report describes every change to the Amendment from exhibition and provides reasons for the recommended changes. This report sets out why any recommendation of the Panel was not adopted.

External Consultation

100. Amendment C223 was exhibited from 19 September to 24 October 2019 (five weeks) with extensive consultation from Council and the proponent. Council received fifty-three (53) submissions to the amendment.
101. Submitters were given an opportunity to place a further submission to an independent planning panel.

Internal Consultation (One Yarra)

102. The amendment was prepared with assistance from Statutory Planning, Open Space Planning and Design, Economic Development and Urban Design units within Council.

Financial Implications

103. The financial costs of planning scheme amendments are included in the budget of Council's Strategic Planning Unit for 2019 / 2020.

Economic Implications

104. There are no significant economic implications from the amendment.
105. The amendment would facilitate a change in business operations for Astrodome Pty Ltd, allowing them to shift their warehousing activities from the site and expand their showroom and administrative operations.
106. The amendment would facilitate a greater diversity of land uses on the site.

Sustainability Implications

107. The amendment would help facilitate, at a local level, sustainable communities that are within walking distances to sustainable transport options, employment and services.

Climate Emergency Implications

108. The majority of the site is covered by hard surfaces. The Amendment would facilitate the redevelopment of the land which would provide for an opportunity to address climate emergency objectives including:
- (a) provision of a small local open space;
 - (b) opportunity to provide for public realm improvements, including a new provision for deep soil tree planting within the proposed open space;
 - (c) opportunity for greater levels of sustainability through the redevelopment of the land in keeping with Council's ESD policy;
 - (d) potential for urban greening through private and public open spaces and public realm improvements which may include further street tree plantings;
 - (e) encouraging uptake of sustainable transport through the implementation of a green travel plan; and
 - (f) at a local level, facilitate sustainable communities that are walking distances to sustainable transport options, employment and services.

Social Implications

109. The Amendment would facilitate 10% of dwellings within the future development to be designated for affordable housing. This would be secured by a Section 173 Agreement under the Planning and Environment Act.

Human Rights Implications

110. There are no known human rights implications.

Communications with CALD Communities Implications

111. Consultation for the amendment is in accordance with the *Planning and Environment Act 1987* and Council's consultation policies.
112. Statutory notification for Amendment C223 was provided to all landowners and occupiers.
113. Notification and consultation about the amendment included advice about the use of interpreter services 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

- 114. The value of creating a *Liveable Yarra* to Council and the community is acknowledged in the Council Plan 2017-2021.
- 115. A *Liveable Yarra* is identified as where development and growth are managed to maintain and enhance the character and heritage of the city.

Legal Implications

- 116. All parties have had the opportunity to be heard at an independent panel hearing.
- 117. The approach outlined in this report is in accordance with the requirements of the Planning and Environment Act 1987.

Other Issues

- 118. There are no other known issues with this Amendment.

Options

- 119. This is the final step in the Amendment process for Council and is a critical step. The way in which Council considers the adoption is prescribed in the *Planning and Environment Act 1987* (the Act).
- 120. Under Sections 27, 28 and 29 of the Act, Council must:
 - (a) consider the Panel's report before deciding whether or not to adopt the amendment; and then;
 - (b) either abandon all or part of the Amendment; or
 - (c) adopt all or part of the Amendment with or without changes.
- 121. Any changes to the exhibited Amendment must be justified in writing to the Minister for Planning.

Conclusion

- 122. Council has received the report of the Independent Planning Panel in relation to Amendment C223.
- 123. The Panel report is supportive of the Amendment, but recommends some changes. The Amendment would continue to delivery key public benefits such as affordable housing, traffic mitigation works and a new public open space, while realising the strategic direction the land plays in urban intensification.
- 124. Officers support all of recommended changes as outlined in the Panel Report, with the exception of the recommended change to the preferred minimum upper level (above podium) setbacks from 10m to 8m from the Burnley site boundary and the heritage building at 26 – 34 Doonside Street.
- 125. Officers recommend that the setback to Burnley Street and the heritage place at 26 Doonside Street be retained at 10m as per the exhibited DPO15 for reasons set out in this report.
- 126. Under the Planning and Environment Act 1987, Council must now decide whether to adopt the Amendment, with or without changes, or chose to abandon the Amendment or parts of the Amendment.

RECOMMENDATION

1. That Council note:
 - (a) the officer report regarding Amendment C223 including the Panel Report, officer comments, and Attachments, and
 - (b) the various officer recommendations regarding the particulars of the proposed Amendment C 223.
2. That Council:
 - (a) adopts Amendment C223 to the Yarra Planning Scheme in accordance with Section 29(1) of the Planning and Environment Act 1987 with the changes set out in Attachment 2 and Attachment 3 to this report;
 - (b) submits the adopted Amendment C223, as set out in Attachment 4, to the Minister for Planning for approval, in accordance with Section 31(1) of the Planning and Environment Act 1987; and
 - (c) submits the information prescribed under Section 31 of the Planning and Environment Act 1987 with the adopted amendment, including:
 - (i) the reasons why any recommendations of the Panel were not adopted as outlined in this report; and
 - (ii) a description of and reasons for the changes made to Amendment C223 between exhibition and adoption as outlined in Attachment 3 of this report.
3. That Council delegates to the CEO the authority to finalise Amendment C223, in accordance with Council's resolution, and to make any administrative changes required to correct errors, grammatical changes and map changes.
4. That advise all submitters of Council's determination in relation to Amendment C223.

CONTACT OFFICER: Kyle Everett
TITLE: Strategic Planner
TEL: 9205 5075

Attachments

- 1 [↓](#) Attachment 1:C223yara Panel Report
- 2 [↓](#) Attachment 2:DPO15 briefing track changes
- 3 [↓](#) Attachment 3: Comparison of Exhibition and Adoption DP015 Table
- 4 [↓](#) Attachment 4: C223yara Amendment Documents for Adoption

Attachment 1 - Attachment 1:C223yara Panel Report

Planning and Environment Act 1987

Panel Report

**Yarra Planning Scheme Amendment C223yara
81-95 Burnley Street and 26 Doonside Street, Richmond**

23 July 2020

Attachment 1 - Attachment 1:C223yara Panel Report

How will this report be used?

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

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

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

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

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

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the Act

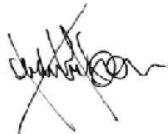
Yarra Planning Scheme Amendment C223yara

81-95 Burnley Street and 26 Doonside Street, Richmond

23 July 2020



Dalia Cook, Chair



Andrew Hutson, Member

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

Contents

	Page
1 Introduction.....	5
1.1 The Amendment.....	5
1.2 Background.....	7
1.3 Summary of issues.....	8
1.4 The Panel's approach	9
2 Planning context and strategic justification	10
2.1 Planning Policy Framework	10
2.2 Other relevant planning strategies and policies	11
2.3 Planning Scheme provisions.....	13
2.4 Ministerial Directions and Practice Notes.....	16
2.5 Strategic justification for the Amendment	16
2.6 Is it appropriate to rezone the land to the Mixed Use Zone?.....	16
2.7 Is the Development Plan Overlay an appropriate planning scheme tool?	18
2.8 Is the application of the Environmental Audit Overlay justified?	19
3 Proposed Development Plan Overlay	21
3.1 Building heights	21
3.4 Amenity and public realm	34
3.5 Traffic management	37
3.6 Content of Development Plan Overlay Schedule 15.....	42
3.7 Consolidated recommendation.....	45
4 Other matters raised by Council	46
4.1 Public open space	46
4.2 Affordable housing	50
5 Response to submissions.....	53
5.1 Parking and public transport demand.....	53
5.2 Impacts on land values	55
5.3 Impacts on amenity and views.....	56
5.4 Submission by Salta Properties Pty Ltd	58

Appendix A Panel preferred version of the Development Plan Overlay Schedule 15**Appendix B Submitters to the Amendment****Appendix C Document list**

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

List of Figures

Figure 1	Aerial image of the subject site	5
Figure 2	Former Repco heritage building	7
Figure 3	Former Repco Offices and Laboratories heritage building	7
Figure 4	Subject land in context of broader zoning map	14
Figure 5	Relevant Heritage Overlays	15
Figure 6	Exhibited Indicative Framework Plan in Schedule 15 to Design and Development Overlay	21
Figure 7	Suggested alternative Indicative Framework Plan	22

Glossary

the Act	<i>Planning and Environment Act 1987</i>
the Amendment	Amendment C223yara to the Yarra Planning Scheme
Council	Yarra City Council
DELWP	Department of Environment, Land, Water and Planning
DPO15	Development Plan Overlay Schedule 15
EAO	Environmental Audit Overlay
IFP	Indicative Framework Plan
MUZ	Mixed Use Zone
Planning Scheme	Yarra Planning Scheme
PPN	Planning Practice Note
TIAR	Traffic Impact Assessment Report
VCAT	Victorian Civil and Administrative Tribunal

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

Overview

Amendment summary	
The Amendment	Yarra Planning Scheme Amendment C223yara
Common name	81-95 Burnley Street and 26 Doonside Street, Richmond
Brief description	The Amendment seeks to rezone the land at 81-95 Burnley Street and 26 Doonside Street, Richmond from Industrial 3 Zone to Mixed Use Zone and to apply the Development Plan Overlay Schedule 15. It also proposes to apply the Environmental Audit Overlay to the land.
Subject land	81-95 Burnley Street and 26 Doonside Street, Richmond
The Proponent	Astrodome Pty Ltd
Planning Authority	Yarra City Council
Authorisation	Conditional authorisation 19 February 2018 Re-authorisation 9 August 2019
Exhibition	19 September to 24 October 2019
Submissions	Number of Submissions: 53 Opposed: 48

Panel process	
The Panel	Dalia Cook (Chair), Andrew Hutson
Directions Hearing	On the papers
Panel Hearing	18, 19, 22, 25, 26, 27 May and 9 June 2020, via video conference
Site inspections	Unaccompanied (various dates including before and after the hearing)
Parties to the Hearing	<p>Yarra City Council represented by Ms Adeline Lane of Marcus Lane Group, who called expert evidence from:</p> <ul style="list-style-type: none"> - Mr Rob McGauran, Urban Designer of MGS Architects - Mr Jim Gard'ner, Conservation Architect of GJM Heritage - Ms Charmaine Dunstan, Traffic Engineer of Traffix Group - Ms Joanna Thompson, Landscape Architect of Thompson Berrill Landscape Design <p>Astrodome Pty Ltd represented by Mr Jeremy Gobbo QC and Ms Jennifer Trehwella of Counsel, instructed by Mr Nick Sutton of Planning & Property Partners, who called expert evidence from:</p> <ul style="list-style-type: none"> - Ms Sophie Jordan, Town Planner of Sophie Jordan Consulting - Mr Michael Barlow, Town Planner of Urbis - Mr Peter Lovell, Heritage Consultant of Lovell Chen Pty Ltd

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

- Mr Bryce Raworth, Conservation Consultant, Bryce Raworth Conservation Heritage
- Ms Hilary Marshall, Traffic Engineer of Ratio Consultants
- Ms Catherine Heggen, Planning and Urban Design Consultant of Ratio Consultants

Ms Jane Power

Mr Peter and Ms Suzette Carrington

Salta Properties Pty Ltd represented by Mr Nick Tweedie SC and Mr Paul Chiappi of Counsel

Citation	Yarra PSA C223yara [2020] PPV
Date of this Report	23 July 2020



Attachment 1 - Attachment 1:C223yara Panel Report

Executive summary

Yarra Planning Scheme Amendment C223yara (the Amendment) seeks to rezone the land at 81-95 Burnley Street and 26 Doonside Street, Richmond to guide the redevelopment of this strategic site in inner Melbourne.

The Amendment seeks to recognise and facilitate a transition in land use and development. It would rezone the land from Industrial 3 Zone to Mixed Use Zone of the Yarra Planning Scheme (Planning Scheme) and apply the Development Plan Overlay Schedule 15 (DPO15) to establish parameters for future use and development applications. The Amendment would also apply the Environmental Audit Overlay to the entirety of the land, recognising its potential contamination and the need for remediation before sensitive uses could arise.

The subject land has consistently been identified in relevant strategic planning work as a strategic redevelopment site for inclusion in the Mixed Use Zone. The land forms part of the Victoria Street East Precinct but was not rezoned to Mixed Use Zone with nearby land as part of Amendment C99 in 2009.

A substantial number of submissions were received from local residents. Key issues included:

- concern about proposed preferred building heights and setbacks in the schedule to the Development Plan Overlay
- impacts on property values and the operation of existing businesses
- amenity impacts including overlooking, overshadowing and building separation
- potential impacts on the two recognised heritage buildings within the site and the adjacent lower rise Yarraberg heritage precinct to the south
- traffic congestion, parking and public transport
- the adequacy of proposed public open space
- the provision of affordable housing
- building materials and design.

In addition, a submission was received from Salta Properties Pty Ltd, the owner of a large number of properties in the relevant precinct including land on the northern side of Doonside Street and the Victoria Gardens Shopping Centre. Salta Properties was concerned that the Amendment would not optimise the redevelopment potential of the site, especially in terms of building height. It also sought protection of shopping centre operations and its capacity to expand in future. Salta Properties sought confirmation that the proposed contribution of 10 percent affordable housing for the subject land within the proposed Development Plan Overlay schedule was a result of agreement between the Proponent and Yarra City Council (Council), rather than viewed as a necessary requirement for all development of this scale.

Council supported the proposed rezoning together with the application of the Development Plan and Environmental Audit Overlays to the land. It submitted that the exhibited Amendment should be supported by the Panel subject to refinement in response to submissions. At a Council meeting, it also resolved to require the Proponent to prepare a Public Open Space report as part of Development Plan documentation to consider opportunities for increased public open space in conjunction with the redevelopment of the subject land.

The Proponent pointed to many aspects of the Amendment that would cumulatively lead to net community benefit and a high level of compliance with planning policy. However, it also

Attachment 1 - Attachment 1:C223yara Panel Report

requested refinement to some key elements of the exhibited Amendment as addressed in expert evidence seeking, in summary:

- increased preferred maximum heights for part of the land, especially the north western quadrant
- the capacity for reduced setbacks above or around heritage buildings on the site
- greater flexibility for the location of public open space on the site and its relationship with the proposed pedestrian and cycling link on the land
- overall, a reduction in the level of specificity in the Indicative Framework Plan and a greater reliance on qualitative objectives in the wording of the schedule to the overlay.

DPO15 as drafted would require analysis of cumulative traffic demand and a contribution to road or intersection upgrade works by the Proponent. Independent traffic evidence commissioned by the Proponent for the hearing questioned whether the redevelopment of the site would necessitate signalisation of the Burnley Street and Doonside Street intersection as sought by Council and VicRoads. Notwithstanding, the Proponent confirmed its position that it would not oppose a requirement to contribute to the future signalisation of this intersection, subject to appropriate timing and a fair contribution.

The Panel finds there is strong strategic justification for rezoning the land to Mixed Use Zone. This would facilitate integrated redevelopment including the provision for housing at higher densities as well as opportunities for a substantial commercial component, recognising its location on the edge of a Major Activity Centre.

The Panel also supports the application of the Development Plan Overlay to this site. This tool is important to set parameters for the future use and development of the land, especially through an Indicative Framework Plan, built form guidelines and conditions for future permits to be issued.

A key component of the Development Plan Overlay is the need for a Development Plan to be prepared and approved to the satisfaction of Council as the Responsible Authority. Once the Development Plan is approved, all permit applications must be generally in accordance with it. An important consequence is that there are no statutory rights of public participation once the Development Plan is approved. Therefore, the Panel has given careful consideration to the submissions received together with the content of DPO15, recognising the desirability for certainty as emphasised by Council.

The Panel concludes:

- The rezoning of the land to Mixed Use zone is strategically supported and is consistent with the approach to zoning in the remainder of the Victoria Street East Precinct.
- The Development Plan Overlay is the appropriate Planning Scheme tool to guide the redevelopment of the subject land.
- The application of the Environmental Audit Overlay to the whole property is consistent with relevant Practice Notes having regard to the history of the land, its potential for contamination intended sensitive land uses.
- The Amendment as a whole would facilitate the redevelopment of land with capacity for substantial net community benefit. Key elements include a minimum 9,000 square metres of commercial floor space, substantial provision of new dwellings

Attachment 1 - Attachment 1:C223yara Panel Report

including 10 percent affordable housing, the provision of accessible public open space and a wide formalised north-south pedestrian and cyclist network.

- The approach to future built form proposed in the DPO15 is generally sound and strategically justified, subject to refinement of the Indicative Framework Plan including simplification of its graphic depiction to provide increased flexibility for the location and use of buildings (especially tower elements) as part of comprehensive site planning.
- The nomination of taller preferred maximum building heights for the north western part of the site as proposed in evidence for the Proponent is not supported having regard to the physical and policy context of the site. A further concern is the lack of opportunity for genuine public consultation about this important element of the Indicative Framework Plan since this suggestion was raised for the first time within the hearing process rather than during public exhibition.
- In conjunction with the Heritage Overlay and local heritage policy, the DPO15 would provide for the suitable protection, restoration and adaptive re-use of the two heritage buildings on the site. Preferred heights and setbacks recommended by the Panel have also taken into account potential effects on the Yarraberg residential heritage precinct, although the treatment of this interface from an urban design perspective is more central than a heritage response.
- It is inevitable that redevelopment of the land will result in increased traffic flows in the local area. Notwithstanding local sensitivity, it is more appropriate to determine parking rates for future development within future planning permit applications. In terms of network conditions, suitable provision would be made in DPO15 for the management of additional traffic including the potential future signalisation of the Burnley Street and Doonside Street intersection with an associated contribution from the land owner. An acceptable process is outlined for these matters to be addressed at the appropriate time particularly if this redevelopment is the key agent of change.
- Although the redevelopment of the land is likely to impact on views from some neighbours' apartments especially towards the city skyline, these private views are not protected by the Planning Scheme.
- While concerns expressed by neighbours about potential devaluation appear to be genuinely held, private economic considerations are not sufficient to justify a different approach to the Amendment.
- The provision of an area representing 4.5 percent of the landholding for well orientated ground level public open space is supported as consistent with the current provisions of the Planning Scheme. Any increase in the provision of public open space beyond this should be at the initiative of the Proponent, or otherwise as a result of municipal or precinct wide changes to public open space contributions in light of updated strategic work outlining current and anticipated Precinct development.

Recommendations

Based on the reasons in this Report, the Panel recommends that Yarra Planning Scheme Amendment C223yara be adopted as exhibited subject to the following:

1. **Approve Yarra City Council's preferred version of Schedule 15 to the Development Plan Overlay as amended in Appendix A, subject to the recommendations of this Report.**

Attachment 1 - Attachment 1:C223yara Panel Report

- 2. Amend the Indicative Framework Plan in Schedule 15 to the Development Plan Overlay as follows:**
 - a) delete dashed lines capable of indicating building footprints**
 - b) convert references from storeys to metres**
 - c) delete the graphic depiction of a 9 metre separation between buildings**
 - d) specify the height of the heritage building at 26 Doonside Street by reference to its ridge line height through survey**
 - e) adopt the arrow notations pertaining to the spectrum of land use generally as recommended in Ms Heggen's preferred Indicative Framework Plan**
 - f) delete the graphic notation of active frontages**
 - g) make consequential changes based on the recommendations in this Report.**
- 3. Amend Schedule 15 to the Development Plan Overlay to confirm that opportunities for deep soil canopy tree planting should be provided within the new public open space area, free from basement incursion.**

1 Introduction

1.1 The Amendment

(i) Amendment description

The purpose of the Amendment is to facilitate the use and development of the subject land for a mix of uses including residential and employment (retail and commercial). The Amendment continues a steady shift in many areas of the City of Yarra from former industrial land use to a mixed use future, including the Victoria Street East Precinct within which the land is located.

The Amendment proposes to:

- rezone the land from Industrial 3 Zone to Mixed Use Zone (MUZ)
- apply the Development Plan Overlay Schedule 15 (DPO15) to the land
- apply an Environmental Audit Overlay (EAO) to the land.

Documentation submitted by the Proponent accompanying the Amendment indicated that approximately 500 dwellings and 9,000sqm of employment generating floor space are proposed within a series of building forms.

Council also emphasised its position that the Amendment seeks to ensure community benefit through the redevelopment of the site including through providing guidance as to built form and land use, traffic management, addressing contamination, conserving and restoring heritage assets, providing affordable housing and creating new public open space.

Figure 1 Aerial image of the subject site



Source: Sophie Jordan expert report, Document 30, page 8

Attachment 1 - Attachment 1:C223yara Panel Report

The land is bounded by Doonside Street to the north, Burnley Street to the west and Appleton Street to the south. It abuts the recently constructed complex referred to as the Embassy Apartment complex to the east. The land has an area of approximately 1.3 hectares and contains a series of low rise warehouse and other buildings, parking and hard stand areas.

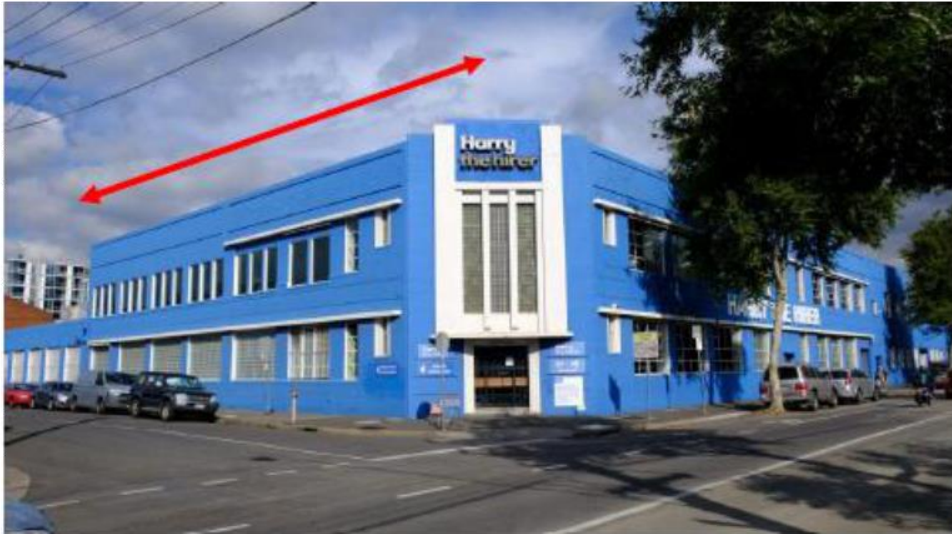
Land north of Doonside Street contains a number of mainly commercial buildings and abuts the Victoria Gardens Shopping Centre. A loading area for the shopping centre supermarket is accessed from Doonside Street through to David Street.

Land flanking Burnley Street has increasingly been redeveloped with residential apartments of a mid rise scale. Other nearby uses include a primary school and church on the western side of Burnley Street.

The two heritage buildings on the land, the Russell Manufacturing Co. (former Repco) building (extending across three site frontages) and the former Repco Offices and Laboratories (fronting Doonside Street) are shown in Figures 2 and 3 below.

Attachment 1 - Attachment 1:C223yara Panel Report

Figure 2 Former Repco heritage building



Source: Peter Lovell expert report, Document 32, Page 5

Figure 3 Former Repco Offices and Laboratories heritage building



Source: Page 5, Document 32

1.2 Background

Council resolved to seek authorisation for the Amendment at its Ordinary Council Meeting on 19 December 2017. The Amendment subsequently received conditional authorisation from the Minister for Planning on 19 February 2018. The condition required that a Housing Diversity Report be prepared prior to exhibition to address the 10 percent proposed affordable housing contribution. This report was prepared on behalf of the Proponent in May 2018 and updated in May 2019.

Attachment 1 - Attachment 1:C223yara Panel Report

Prior to exhibition, the Proponent also requested changes to the Amendment to accommodate additional commercial space to enable the existing business on the property (Harry the Hirer) to expand its office and retail activities. Changes to draft DPO15 included:

- an increase in minimum gross floor area for employment generating uses to 9,000sqm
- amending the Indicative Framework Plan in the schedule to the Development Plan Overlay to enable flexibility for additional employment generating uses
- including new clauses relating to infrastructure
- amending the provision for affordable housing.

Council resolved to seek re-authorisation from the Minister for Planning at its Meeting on 16 July 2019. Re-authorisation was subsequently provided on 9 August 2019.

1.3 Summary of issues

(i) Planning Authority

Key unresolved issues for Council included:

- preferred maximum heights and setbacks for new buildings having regard to the urban context, amenity and respect for heritage values
- the need for upgrades to road infrastructure and their funding as a consequence of the redevelopment of this land
- the appropriateness of the proposed public open space contribution.

(ii) The Proponent

Key issues for the Proponent included:

- the level of detail in DPO15 and the associated Indicative Framework Plan
- scope to increase certain preferred maximum building heights and reduce certain setbacks
- ensuring an equitable contribution to road upgrades, public open space and public realm upgrades.

(iii) Submitters

Key issues for submitters included, in summary:

- excessive scale of buildings (heights and setbacks) leading to overdevelopment, loss of views, devaluation and impacts on amenity
- impacts on traffic and carparking, including the safety of the road network
- whether heritage assets on the site would be respected in new development
- protecting existing business operations and loading, especially within the Victoria Gardens Shopping Centre
- the adequacy of new public open space on the land and location of new pedestrian and cycling links
- the viability of new commercial tenancies and their potential to compete with existing local tenancies.

Attachment 1 - Attachment 1:C223yara Panel Report**1.4 The Panel's approach**

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

The Panel has considered all written submissions in response to exhibition of the Amendment, observations from site visits and submissions, evidence and other material presented to it during the Hearing. It has reviewed a large volume of material and has had to be selective in referring to the more relevant or determinative material in this Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in this Report.

This Report addresses the issues under the following headings:

- Planning context and strategic justification
- Proposed Development Plan Overlay
- Other matters raised by Council
- Response to submissions.

2 Planning context and strategic justification

2.1 Planning Policy Framework

The Panel summarises central aspects of the State and Local Planning Policy Framework relevant to the Amendment below, informed by the Explanatory Report and submissions and evidence.

Victorian planning objectives

The Amendment will assist in implementing State policy objectives set out in section 4 of the *Planning and Environment Act 1987* (Act) by providing for the fair, orderly, economic and sustainable use and development of land; securing a pleasant, efficient and safe environment for all Victorians; conserving buildings of heritage value; providing affordable housing and balancing the present and future interests of Victorians.

Clause 11 (Settlement)

The Amendment would:

- provide housing choice, including affordable housing and housing at higher densities beside an activity centre
- encourage the supply of land and the concentration of retail, residential and commercial development in and around an activity centre
- provide convenient access to jobs, services, infrastructure and community facilities and encourage sustainable modes of transport.

Clause 15 (Built form)

The Amendment would:

- create safe, healthy, functional and enjoyable urban environments that contribute to a sense of place and identity
- ensure development responds to its context, contributes to preferred neighbourhood character and facilitates accessibility
- seek high standards of environmental sustainability and promote low energy forms of transport
- encourage development that respects places with identified heritage values and support their adaptive re-use.

Clause 16 (Housing)

The Amendment would:

- increase the supply of housing in existing areas by facilitating higher densities in appropriate locations, including under-utilised urban land with good access to jobs, services and transport
- facilitate high quality affordable housing and broader housing choice.

Clause 18 (Sustainable Transport)

The Amendment would provide increased options and connections to walking, cycling and public transport infrastructure.

Attachment 1 - Attachment 1:C223yara Panel Report

Clause 21 (Municipal Strategic Statement)

More specifically, the Amendment would:

- maintain the Vision in Clause 21.03 which identifies the land as part of the broader Victoria Gardens strategic redevelopment area
- support the rezoning of the land to Mixed Use Zone as identified in Figure 21 of Clause 21.08 for the Victoria Street East Precinct.

Clause 22 (Local Planning Policies)

Clause 22.11 – Victoria Street East Precinct Policy is particularly pertinent to this Amendment.

Relevant features of the setting identified in that policy include:

- Established residential neighbourhoods to the south and west of the Precinct and the need for major redevelopment sites to provide an appropriate built form and land use transition and interface with these areas ...
- The role of the precinct as part of the Victoria Street Major Activity Centre and the need for appropriate provision for the development and expansion of amenities and infrastructure of all kinds.

The policy relevantly explains that the principles of the Victoria Street East Precinct, Richmond Urban Design Framework 2005 are intended to guide future development particularly in relation to the treatment of interfaces between new development and established residential neighbourhoods.

The policy seeks new development to contribute to physical and social infrastructure, including public open space and improved connections for public transport, walking and cycling.

Key land use, activity and development opportunities in the policy include:

- To maximise opportunities for new development on former industrial sites and other disused sites while protecting the amenity of the surrounding area and enhancing the landscape character of the River corridor.
- To provide for higher intensity residential development within the Major Activity Centre where this will not be discordant with the built form and amenity of residential areas to the west and south of the Precinct.

Pertinent urban design and built form policies include:

- New development on Burnley [Street] should be designed so as to provide an appropriate transition in scale and massing, with upper level setbacks provided to minimise impacts on the amenity of adjacent lower-rise housing areas.
- Higher built form along Burnley Street that responds to the provisions of the Comprehensive Development Zone applying along the east side of Burnley Street may be supported and the Burnley Street frontage should provide appropriate building articulation, addressing fenestration treatment, materials and colours ...
- Taller building elements may be constructed, provided that an appropriate height transition is provided within the site to minimise impacts on the amenity of the surrounding area including through the overshadowing of public spaces.

2.2 Other relevant planning strategies and policies

(i) Plan Melbourne

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

Attachment 1 - Attachment 1:C223yara Panel Report

approaches 8 million. It is accompanied by a separate Implementation Plan that is regularly updated and refreshed every five years.

Plan Melbourne is structured around seven outcomes which set out the aims of the Plan. The outcomes are supported by directions and policies which outline how the outcomes will be achieved. Outcome 2 is particularly relevant to the Amendment in that it seeks to provide housing choice in locations close to jobs and services.

Parties drew the Panel's attention to Directions 2.1, 2.2 and 2.3 and associated policies in the hearing. In summary, these policies seek to facilitate housing in established areas close to existing services, jobs and public transport as well as to strengthen the role of planning in delivering affordable housing.

(ii) Yarra Housing Strategy, September 2018¹

The Housing Strategy establishes a framework for residential growth for the municipality to meet emerging housing needs and seeks to direct housing growth to appropriate locations. The Strategy identifies opportunities for over 13,000 new dwellings.

The subject land is identified in the Housing Strategy for site specific rezoning (reference to Amendment C223) and includes the land in a "high change" area in the Strategic Housing Framework Plan together with land to the north within the Activity Centre, including confined land on the northern side of Victoria Street.

Under 'What type of development is likely in high change areas?' the Strategy explains:²

It is expected that high change areas will support increased residential densities and housing diversity through mixed use, infill and urban renewal apartment development that will establish new character for a site or precinct.

(iii) Yarra Spatial Economic and Employment Strategy, August 2018³

This strategy was developed to assist Council to understand and capitalise on the municipality's economic strengths over the next 10 to 15 years. The Strategy seeks to provide guidance for the management of growth and change in employment and economic activity, recognising employment land within the municipality as a strategic resource.

Relevant strategies for this land include:

- Strategy 1 – Support employment growth in Yarra's Activity Centres
- Strategy 2 – Retain and grow Yarra's major employment precincts
- Strategy 3 – Identify proposed locations for housing growth
- Strategy 6 – Retain Yarra's existing industrial precincts for manufacturing and urban services.

The Strategy explains there is scope to consider a change in the role of industrially zoned land where key industries have ceased or where there is evidence of a genuine lack of demand. Council explained that the Amendment would respond to Strategy 1 by facilitating residential and employment generating uses in the Victoria Street Major Activity Centre.

¹ Adopted by Council on 4 September 2018. Amendment C269 seeks to implement key findings of the Strategy.

² Page 73.

³ Adopted by Council on 4 September 2018.

Attachment 1 - Attachment 1:C223yara Panel Report

(iv) Victoria Street Structure Plan 2010⁴

The Structure Plan seeks to guide change within the Victoria Street Major Activity Centre over a 10-15-year timeframe.

The subject land is included in Precinct 11 (Victoria Gardens) and is identified as a 'Substantial Change Area' for more intensive use. More particularly, the land is identified in Sub-Precinct 11a (Doonside Precinct) which is described as 'potential housing mixed with retail and business'.

(v) Victoria Street East Precinct, Richmond Urban Design Framework 2005

This Urban Design Framework is a reference document in Clause 22.11 and makes the following recommendations for the subject land:

- Change to Mixed Use Zone to enable a mix of commercial and high density residential uses. This would assist in creating an appropriate transition between Victoria Gardens and nearby residential areas and would reflect existing commercial uses along Burnley Street.
- New development should maintain the pattern of built form to front and side boundaries at ground level.
- The heritage building at 26 Doonside Street should be protected and reused.
- Preferred heights are provided for industrial and commercial interfaces having regard to views, protection of overshadowing and the like.
- Doonside Street is identified as the preferred major entry into Victoria Gardens and areas to the south to keep traffic away from Victoria Street and residential areas to the south.
- A north-south pedestrian link is identified through the site, continuing through the precinct.

2.3 Planning Scheme provisions

A consistent purpose of relevant zones and overlays is to implement the Municipal Planning Strategy and the Planning Policy Framework.

(i) Zones

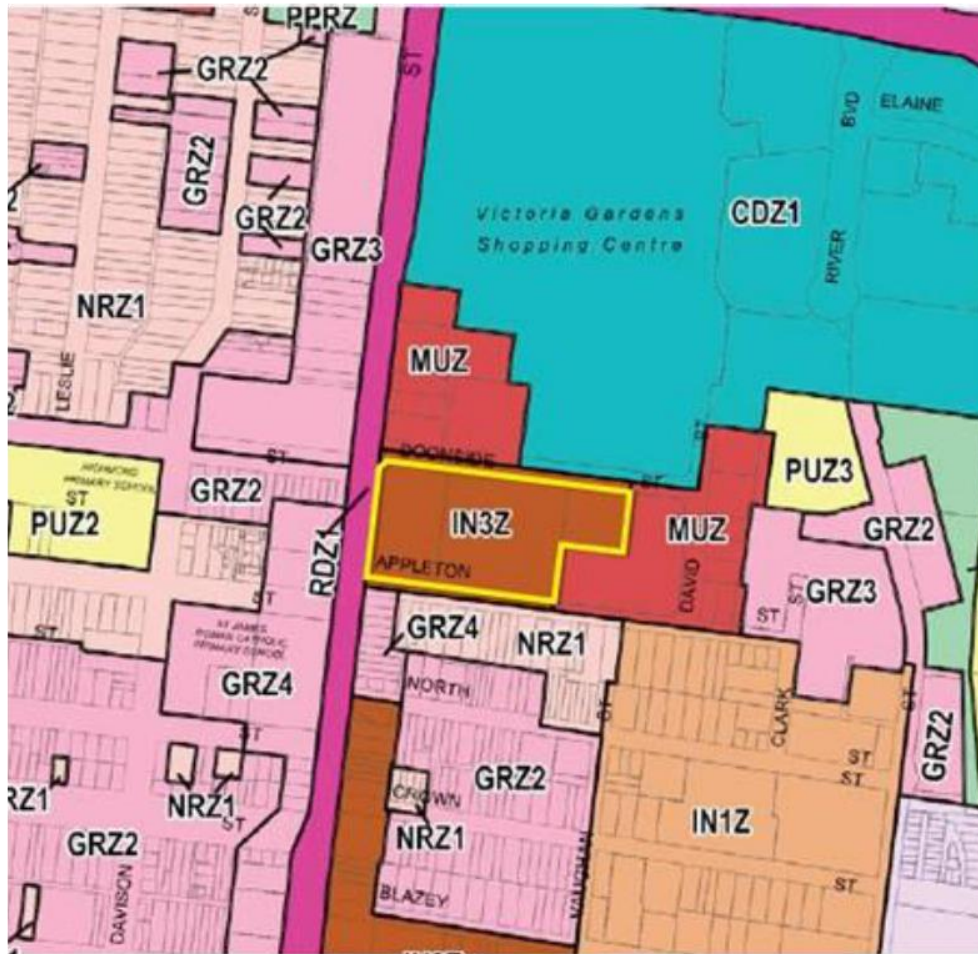
The subject land is currently in the Industrial 3 Zone recognising its longstanding use for manufacture, warehousing, commercial and service uses.

Surrounding land is in a mix of zoning as depicted in Figure 4. The subject land was originally proposed to be rezoned to Mixed Use Zone as part of Amendment C99 which included land on the northern side of Doonside Street and to the east of the subject land now developed for the Embassy Apartment complex. Amendment C99 also introduced Design and Development Overlay Schedule 9 which applies to the Doonside Precinct. However, the subject land was excluded from that Amendment at the request of the landowner at the time given concerns about potential impacts on business operations sought to be retained. The Victoria Gardens Shopping Centre is included in the Comprehensive Development Zone.

⁴ The Structure Plan was adopted by Council on 20 April 2010, but it is not a Reference or Incorporated document in the Yarra Planning Scheme.

Attachment 1 - Attachment 1:C223yara Panel Report

Figure 4 Subject land in context of broader zoning map



Source: Catherine Heggen expert report, Document 35, page 23

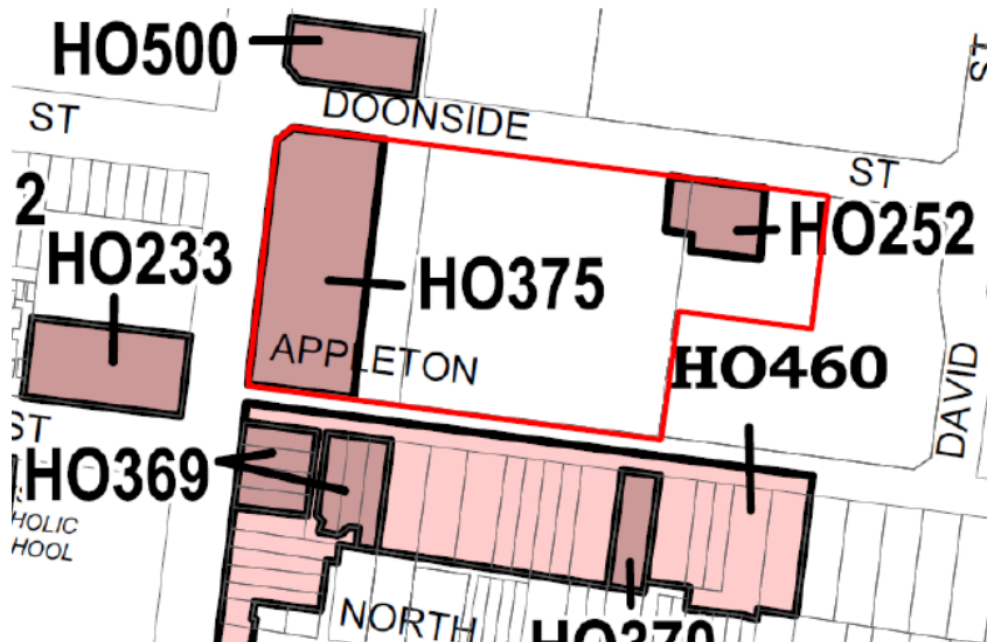
Land along the Burnley Street spine is included in the General Residential Zone (Schedules 3 or 4) while most properties on the south side of Appleton Street are included in the Neighbourhood Residential Zone (Schedule 1).

(ii) Overlays

Parts of the land are subject to the Heritage Overlay (Schedules HO252 and HO375) reflecting the significance of the two extant buildings. Land on the southern side of Appleton Street is also within a Heritage Overlay (Schedule HO460). These are depicted in Figure 5 below.

Attachment 1 - Attachment 1:C223yara Panel Report

Figure 5 Relevant Heritage Overlays



Source: Peter Lovell expert report, page 4, Document 32.

The land is also included in Design and Development Overlay (Schedule 2) applying to Main Roads and Boulevards. Its objective is to focus on the creation of appropriate streetscape and neighbourhood character responses. This overlay would persist unchanged by the Amendment.

Design and Development Overlay (Schedule 9) applies to land in the Doonside Precinct, including the Embassy Apartment site and land on the northern side of Doonside Street within the Mixed Use Zone. In summary, that overlay seeks to:

- recognise the transitional role of the precinct; on the edge of an activity centre and abutting low rise residential development
- ensure buildings are of a high standard and respond to the industrial and residential character including the scale of development on the south side of Appleton Street
- improve the public domain and limit adverse impacts on the traffic network
- ensure the continuing ability of nearby businesses to operate, including through the provision of noise attenuation.

Building height and setback requirements seek buildings along key roads to be built to the property frontage to a height of 11 metres, with maximum building heights of 15.5 metres set back above this. Taller buildings should demonstrate a high standard of architectural design and limitations on overshadowing the public and private realm.

Attachment 1 - Attachment 1:C223yara Panel Report

2.4 Ministerial Directions and Practice Notes

Ministerial Directions

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

Ministerial Direction No. 1 – Potentially Contaminated Land

This Ministerial Direction requires a planning authority preparing a planning scheme amendment to satisfy itself that the environmental conditions of land proposed to be used for a sensitive use or public open space are, or will be, suitable for that use. A sensitive use includes dwellings which would be permissible under the Mixed Use Zone.

Planning Practice Notes

The following Planning Practice Notes (PPNs) are particularly relevant to this Amendment:

- PPN23 in terms of when the Development Plan Overlay would be appropriate
- PPN30 in respect of potentially contaminated land
- PPN60 since it addresses heights and setbacks in activity centres.

2.5 Strategic justification for the Amendment

Key issues include:

- whether it is appropriate to rezone the land to the Mixed Use Zone
- whether the Development Plan Overlay is an appropriate Planning Scheme tool to guide the future use and development of the land
- whether the application of the Environmental Audit Overlay is justified.

2.6 Is it appropriate to rezone the land to the Mixed Use Zone?

(i) Evidence and submissions

Council considered that the Industrial 3 Zone as it applies to this land is “contextually outdated”. It supported the selection of zone as appropriate, especially given its application to surrounding land as part of Amendment C99 and its suitability as an intermediate zone between the Comprehensive Development Zone and lower order residential zoning to the south. Another noted advantage of this zone is that it would enable existing commercial operations on the site to continue as proposed.

Submitters did not oppose the application of the Mixed Use Zone, however a few submitters were concerned about the effects of removing the land from the Industrial Zone given the site’s history and having regard to the potential utility of this land use.

Mr Barlow gave expert planning evidence on behalf of the Proponent. He confirmed that the land is within the key urban renewal area of the Victoria Street East Precinct and that the site is identified as a strategic development site within the Major Activity Centre. He emphasised that the land has attributes enabling the achievement of the vision in Plan Melbourne for a ‘20 minute neighbourhood’ and that this would be facilitated by the rezoning. He pointed to direct and consistent policy support for rezoning the land to Mixed Use Zone which is summarised in Chapters 2.1 and 2.2 above.

Attachment 1 - Attachment 1:C223yara Panel Report

Similarly, Ms Jordan who gave expert evidence on behalf of the Proponent recognised the policy intent in Clause 22.11 and elsewhere for this area to undergo substantial change to accommodate high density housing, major retail activity and a range of other commercial and complimentary uses, with the subject land identified for mixed use. She made mention of specific references to the designation of the land in the Structure Plan and Urban Design Framework, with these documents and policies including Clause 21.08-9 acknowledging that rezoning would be required to facilitate this transformation.

In Ms Jordan's opinion, the purposes of the Mixed Use Zone address two key aspirations of the Amendment, namely the delivery of housing at higher densities and facilitating a mix of land use to provide a range of local employment opportunities. She regarded the Mixed Use Zone as particularly suitable for this land since it is:

... without a default height control, without any density or garden area requirement and yet remains sensitive to matters of neighbourhood character and amenity.

(ii) Discussion

The starting point is that the current industrial zoning allows for an important but limited range of land use. The question is whether this remains appropriate for the future of this site. For example, accommodation in any form (including dwellings) would be prohibited.

The Panel is not persuaded that it would be appropriate having regard to either policy or the site's current and emerging setting to leave the land within the Industrial 3 Zone as suggested by some submitters. The current zone does not provide opportunities for housing and other complementary land use consistent with the activity centre. It would also anticipate a variety of industrial activities that may not be consistent with amenity expectations in what is now a mixed use setting adjacent to residential areas. By contrast, the Mixed Use Zone is a higher order, more flexible form of residential zone.

Current housing projections for this inner area of Melbourne foresee notably increased demand, with key issues to ensure a suitable pipeline of supply while facilitating housing diversity and affordability to meet community needs. This was demonstrated in evidence by Mr Barlow, however he acknowledged that COVID-19 was likely to impact on these projections – at least in the short term.

The Panel accepts Mr Barlow's opinion that it is necessary to plan for significant future population growth in areas such as these well connected to services and facilities. This is reflected by the Yarra Housing Strategy, especially noting the majority of new housing in the municipality is provided in or adjacent to new activity centres, with an increase in dwelling densities in these areas.⁵

The Panel accepts the evidence on behalf of the Proponent and submissions by Council that there is clear strategic direction supporting the rezoning of this land to Mixed Use Zone. The Mixed Use Zone is particularly appropriate where the land is planned for more intensive and diverse residential development and the site is well located in relation to activity centres, employment and public transport. Another important purpose recognised by the Mixed Use

⁵ Referencing the statistics in Mr Barlow's report at page 13 including DELWP data indicating that some 87% of new residential development in the municipality is in and around activity centres, amongst other statistics referred to in expert witness reports.

Attachment 1 - Attachment 1:C223yara Panel Report

Zone is the need to balance future development with respect for neighbourhood character, either current or preferred.

Planning policy emphasises the important role of activity centres having regard to economic objectives including employment. Plan Melbourne supports the more intensive development of activity centres and surrounding residential land use having regard to their capacity to effectively provide a range of consolidated services and facilities for communities. In this instance, the Mixed Use Zone also provides opportunities for the land to transition in both built form and land use terms between the core of the Activity Centre which is focused around the Victoria Gardens Shopping Centre and Victoria Street, and more conventional lower scale residential areas off Burnley Street. For example, the Mixed Use Zone would provide greater diversification of commercial land use reflecting a more modern economy compared to the current zoning while still supporting certain types of industrial land use as appropriate.

(iii) Conclusion

The Panel concludes:

- The proposal to rezone the land to the Mixed Use Zone is strongly supported as consistent with planning policy, relevant strategic documents and surrounding zoning and land use. It would facilitate residential development at higher densities as well as making provision for a wide range of commercial, retail and industrial land use within this Activity Centre context.

2.7 Is the Development Plan Overlay an appropriate planning scheme tool?

(i) Relevant Practice Note

Practice Note 23 explains the advantages and constraints of the Development Plan Overlay. These include a requirement for the approval of a development plan before most permit applications can be granted. It would provide certainty about the parameters for future use and development and could include conditions to implement the development plan.

A notable feature of the Development Plan Overlay is that it removes conventional notice requirements and third party review rights for permit applications that are generally in accordance with an approved development plan.

(ii) Evidence and submissions

Mr Barlow gave evidence that at 1.3 hectares, the land would provide greater design flexibility than other more constrained sites within the precinct. He was of the opinion that it is important to allow the site to be developed optimally given rising demand for housing and the limited number of large-scale development sites in the municipality. He considered this could be achieved by the application of the Development Plan Overlay.

Ms Jordan also considered that the Development Plan Overlay was the most appropriate planning scheme tool to guide a coordinated mixed use development across the site, subject to refinement of its content.

Council emphasised that the Development Plan Overlay is the tool applied by it for site planning for strategic redevelopment sites. It pointed to other examples such as the former Amcor site (DPO11), Trenerry Crescent, Abbotsford (DPO14) and Former Fitzroy Gasworks

Attachment 1 - Attachment 1:C223yara Panel Report

(DPO16) where a similar approach has been taken. While some built form objectives could be achieved through the application of a Design and Development Overlay (as has been the approach for the Doonside Precinct), Council regarded this planning scheme tool as more suitable to guide the development of land within activity centres more generally, especially where the key issue was built form. It considered that a central aspect of the Development Plan Overlay is the specification of the form and conditions for the future use, as well as development of the land.

Council also reinforced the need for certainty when formulating the content of the schedule to the Development Plan Overlay given limited rights of public participation in further approvals.

(iii) Discussion

In the Panel's opinion, the Development Plan Overlay is eminently suitable to guide the redevelopment of this land.

By its nature, this overlay strives for integrated development through the formulation of a development plan that can address key site objectives, built form, land use and community outcomes. It can also address other important aspects of site planning such as a response to heritage values and management of the traffic and movement network, which are core issues for this setting. Another particularly relevant matter is the ability to anticipate and manage the staging of redevelopment.

The ability to include an Indicative Framework Plan within this overlay is important to provide guidance to the developer and community as to what may be an acceptable design response. Another important benefit is that it documents expectations for potential use and development of the land with the benefit of community input.

At the same time, the process anticipated under the Development Plan Overlay provides sufficient scope for further refinement of actual proposals for the site as they are formulated. This is facilitated by the approval of a development plan and the issuing of permits generally in accordance with it.

(iv) Conclusion

The Panel concludes:

- It is appropriate to apply the Development Plan Overlay to underpin the integrated redevelopment of the subject land.

2.8 Is the application of the Environmental Audit Overlay justified?

(i) Relevant legislative provisions, policies and guidelines

Section 12 of the Act requires a planning authority to:

... take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment.

Clause 13 of the State Planning Policy Framework seeks to ensure potentially contaminated land is suitable for its intended future use.

Attachment 1 - Attachment 1:C223yara Panel Report

Council submitted the Amendment responds to these provisions by applying the Environmental Audit Overlay.

Ministerial Direction No. 1 provides for the requirement for an environmental audit to be included in a planning scheme amendment when justified. This can be done by applying the Environmental Audit Overlay. This mechanism would in effect defer the requirements for an environmental audit until the site is to be developed for a sensitive use.

A key purpose of the Environmental Audit Overlay is:

To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

(ii) Evidence and submissions

The land has a long history of industrial use, including for car parts manufacture and as a laboratory.

The Amendment was accompanied by an Environmental Site Assessment Report prepared by Charter Keck Cramer on behalf of the Proponent.⁶ This assessment focused on the title area and included a preliminary site investigation which concluded that key potential risks were the importation of fill, metal and petroleum hydrocarbon contamination as well as PCB contamination possibly associated with an electrical substation in Appleton Street. The report noted four sites within 150 metres of this land had previously been issued with a Statement or Certificate of Environmental Audit.

The Environmental Site Assessment Report also undertook a detailed site investigation which included soil assessment. This found a number of contaminants above safe levels which would require removal or capping and site remediation to enable sensitive uses to be established.

On the basis of this report, the Proponent was prepared to commit to an environmental audit in due course.

(iii) Discussion

The Panel considers there is sufficient evidence of contamination of the land above safe ecological and human health levels to warrant an environmental audit.

The use of the Environmental Audit Overlay is a targeted tool that will facilitate the appropriate management of the land before any sensitive uses could be introduced.

In terms of timing, it is reasonable to defer the requirement for full environmental assessment and remediation to before buildings and works start. This would enable the detailed development and land use vision for the land to be progressed side by side through the Development Plan Overlay.

(iv) Conclusion

The Panel concludes:

- The Amendment appropriately seeks to apply the Environmental Overlay to the entirety of the land.

⁶ Dated 30 May 2016, Document 12.

Attachment 1 - Attachment 1:C223yara Panel Report

3 Proposed Development Plan Overlay

3.1 Building heights

(i) The issues

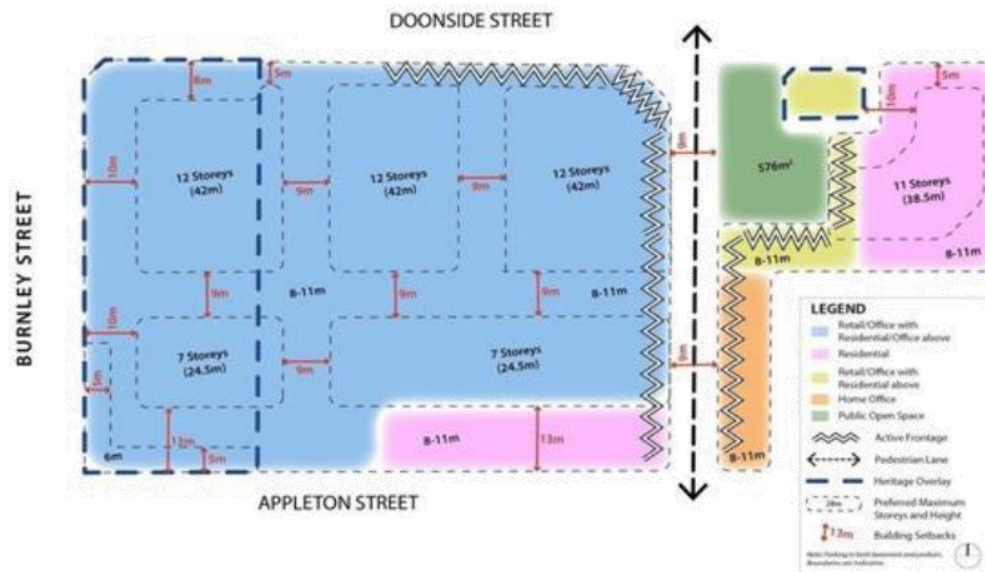
Key issues are:

- has draft DPO15 provided for appropriate preferred maximum building heights across the site?
- is the increase in building height for parts of the land as proposed in evidence for the Proponent supported?

(ii) Evidence and submissions

Council supported the composition of preferred maximum building heights as outlined in the Indicative Framework Plan (IFP) shown in Figure 6 subject to refinement in its preferred Amendment documentation.⁷ Key considerations included the existing scale of mixed built form, strong strategic support for increased built form with a high level of change, recent approvals and the need for a transition in building heights from north to south. Other important factors influencing the appropriateness of these heights for Council were future residential amenity, heritage considerations, amenity of public open space and neighbouring properties.

Figure 6 Exhibited Indicative Framework Plan in Schedule 15 to Design and Development Overlay



Source: Exhibited Amendment documentation

Main aspects of the exhibited IFP include:

⁷ Document 46.

Attachment 1 - Attachment 1:C223yara Panel Report

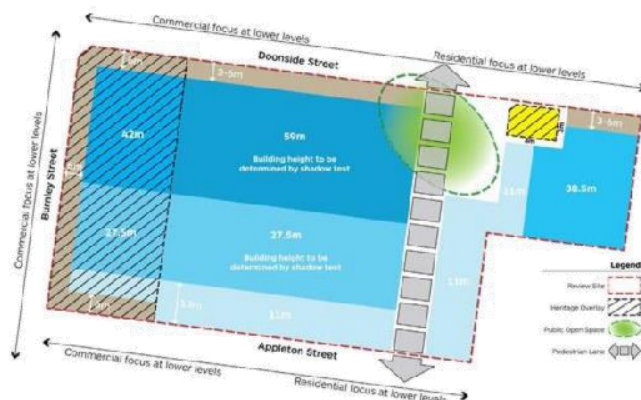
- podium heights of 8-11 metres
- zones of preferred maximum building heights indicated within dashed lines with 9 metre separations
- preferred maximum building heights of 42 metres to the north sections of the site
- preferred maximum building heights of 24.5 metres to the southern sections of the site
- a range of setbacks for buildings above podium level.

Council supported these heights as reflecting the emerging development context by reference to a table of ten recent development approvals. The heights of these examples ranged from 3-13 storeys with the tallest being 13 storeys (38.85 metres) at the Embassy Apartment complex.⁸ The ten examples were within the Victoria Street Structure Plan (2010) in designated Activity Centres in Precinct 9 (Victoria Street North/Yarra River), Precinct 10 (West Burnley Street) and Precinct 11 (Victoria Gardens). The subject land is located within Precinct 11.

Mr McGauran gave expert urban design evidence for Council. In his evidence he also referenced these recent examples and mapped them relative to the subject land. He made specific reference to the adjacent Embassy Apartment complex.

When giving evidence, Mr McGauran was asked to respond to the evidence of the Proponent's planning and urban design expert, Ms Heggen, including her proposal that the preferred maximum height of buildings in the northern section of the subject site be increased from 42 metres to 59 metres.

Figure 7 Suggested alternative Indicative Framework Plan



Source: Catherine Heggen expert evidence, Document 35, page 12

The alternative Indicative Framework Plan as proposed by Ms Heggen as part of her evidence differed from the exhibited IFP in the following key respects:

- increase in the preferred maximum height from 42 metres to 59 metres in the northern part of the land
- increase in the preferred maximum height from 24.5 metres to 27.5 metres in the southern part of the land

⁸ That development was approved by Council with conditions amended by the Victorian Civil and Administrative Tribunal in *The Zig Inge Group Pty Ltd v Yarra City Council* [2012] VCAT 1416.

Attachment 1 - Attachment 1:C223yara Panel Report

- reduced setbacks to building forms above the podium
- changed podium heights from a range of 8-11 metres to a consistent 11 metres
- deletion of dashed lines and 9 metre separation for indicative building (tower) locations
- more flexible indication of proposed location for pedestrian lane and public open space.

In addition to concerns about the substance of these changes, Council submitted that the Panel should give limited weight to Ms Heggen's suggestions since they were not made in response to submissions (the main purpose of a Panel being to consider submissions) and her preferred version of the IFP had not been exhibited for public comment. This was considered a significant shortcoming considering the implications for future permit applications which would not be subject to third party notice or review rights. In this context, Council submitted that the certainty of the exhibited documentation should be preferred.

Mr McGauran did not support an increase in the preferred maximum building height. He referred to recent planning scheme amendments and development approvals within a broader context in the City of Yarra that had either preferred maximum heights, mandated maximum heights or approved heights below 42 metres. He also discussed two examples of developments that are substantially higher than 42 metres. These were 2-16 Northumberland Street, Collingwood (Aesop Building) with a maximum height of 67 metres and the Yorkshire Brewery development with a maximum height of 57 metres. Mr McGauran noted that Northumberland Street was an office building within a Commercial Zone and had a 23-metre setback from the main thoroughfare and that the highest point on the Yorkshire Brewery development was set back 13 metres from the street.

There were numerous submissions made by private individuals in response to the exhibited Amendment. Various issues were raised about the heights illustrated in the IFP. These included the scale being too tall for the residential context especially to the south and the Burnley Street context to the west, loss of views from adjoining developments, overshadowing of Appleton Street and adjoining developments to the east.

Submitters varied in their approach to what would be acceptable preferred maximum building heights for this land. Some would support two storeys lower than exhibited, while others sought a substantial reduction. Ms Jane Power and Mr and Ms Carrington, submitters appearing at the hearing, emphasised that even though taller buildings are emerging in the precinct (such as the Embassy Apartment complex), upper levels of these buildings are confined and well set back. They responded that there are no examples of buildings in the area of comparable heights to those proposed by Ms Heggen.

In support of increasing maximum preferred heights as suggested, Ms Heggen referred in her evidence to recent developments and approvals within the City of Yarra. These also included 2-16 Northumberland Street and the Yorkshire Brewery site. Ms Heggen also referred to the development on the 'Nylex' (Caydon development) site in Cremorne with maximum heights of approximately 50 metres.

Ms Heggen submitted shadow diagrams at the equinox depicting shade cast from building forms modelled on her proposed IFP, including the additional height at 59 metres. She contended that acceptable shading outcomes should be a key consideration when determining that the heights outlined in her alternative IFP were appropriate.

Attachment 1 - Attachment 1:C223yara Panel Report

The Proponent also submitted a list of 25 developments (including approvals and planning scheme amendments between the years 2015 and 2020) within the broader boundaries of the City of Yarra.⁹ Of these examples, five development sites are listed as having maximum heights over 12 storeys.¹⁰

Ms Heggen's evidence also recommended that the preferred maximum height of the building form above the podium on the southern section of the site be increased from 24.5 metres to 27.5 metres. This was modelled in her evidence to visually obscure part of the higher 59 metre forms proposed by her for the northern section of the site.

Mr Barlow supported increased heights in line with Ms Heggen's proposed IFP based on the imperative to optimise the development of the land and to maximise its yield based on the need to meet rising housing demand in the municipality.¹¹ Mr Barlow further stated that precedent had played a role in determining the heights in the exhibited IFP, although existing scale in a location is only one input. He also considered that the size of the land, its interface with the residential areas to the south, overshadowing impacts, integration with heritage fabric and broader urban design principles were all relevant matters in determining optimum development scale.¹²

Salta Properties submitted it was appropriate for the Panel to support the taller building heights proposed by Ms Heggen in preference to those exhibited, since they would more suitably represent the site's potential as a significant redevelopment site within the Activity Centre context.

Mr Gardner provided expert heritage evidence for the Council. He supported the preferred maximum heights of 24.5 to 42 metres in the exhibited IFP, which he considered would be an acceptable response to the land's heritage values subject to appropriate setbacks and design.

Mr Raworth and Mr Lovell both provided expert evidence on heritage matters on behalf of the Proponent. Their advice was that there would be no additional impact on the heritage values of the subject land if the preferred maximum heights were increased as proposed by Ms Heggen.¹³

Ms Jordan supported the increase in heights proposed by Ms Heggen *"if the primary purpose or advantage of nominating preferred heights on the Plan is to set the limit within which overshadowing to the lower scale residential properties to the south does not occur (between 10am and 2pm at the equinox)"*.¹⁴

(iii) Discussion

It is critical for the Amendment to provide for suitable preferred maximum building heights as a guide to acceptable future built form. This issue is controversial because it has the greatest potential for visual impact and is a significant contributor to emerging precinct character.

⁹ Referred to in Document 77.

¹⁰ These are the 'Nylex' site - (15 storeys), the 'Amcor' site in Alphington (17 storeys), 247-259 Johnston Street, Abbotsford (13 storeys), 2-16 Northumberland Street, Collingwood (13 storeys) and 61-71 Wellington Street, Collingwood (14 storeys).

¹¹ Referred to in Document 31 paragraphs 30-35.

¹² Referred to in Document 31 paragraphs 116 and 118.

¹³ Pages 51 and 21 of their evidence reports.

¹⁴ Referenced in Document 30, page 96.

Attachment 1 - Attachment 1:C223yara Panel Report

Both the exhibited IFP and Ms Heggen's alternative IFP propose an assembly of heights with taller built forms to the north and mid-scale forms to the south, all set back above a lower (generally two to three storey) podium. The exhibited IFP relies more closely on building heights for this land that are within the range of those within the existing and emerging setting. By comparison, Ms Heggen's proposal would rise above these towards the corner of Burnley and Doonside Streets.

The outcome of both these proposals is the positioning of lower built form at the southern edge of the subject land, stepping down from higher built form to the north. This would address the interface with the fine-grain residential character of the heritage area south of Appleton Street. The conceptual layout of both proposals seeks a gradation of heights from north to south that reflects the more robust nature of the Activity Centre to the pedestrian scale of Appleton Street. The built forms above the podium would have a range of setbacks that reflect the heritage fabric on the site as well as respecting heritage areas to the south.

The Panel appreciates that it is inherent in the role of an expert witness that they bring an independent mind to the evaluation of the Amendment. However, the Panel supports Council's concerns that people notified of the Amendment may be denied natural justice if the Amendment was changed to reflect *taller* preferred maximum building heights arising for the first time in evidence for the Panel hearing. Building height was a core concern raised in submissions and is a key input to the redevelopment of the land as a whole. While this deficiency could potentially be addressed through re-exhibition, this was not proposed by any party to the current Amendment.

Beyond this, the key question going to substance is whether the physical and policy setting would reasonably justify an increase in the preferred maximum height of buildings as proposed by Ms Heggen.

The Proponent and experts called by it emphasised the paramountcy of the strive to optimise yield, given increasing demand for housing in the City of Yarra and the maximisation of the few strategic redevelopment sites. A significant checkpoint for acceptable increased height was the need to restrict overshadowing to properties on the south side of Appleton Street and the footpath on the western side of Burnley Street.

The Panel accepts that good urban design involves balancing the need to achieve optimum development potential with appropriate amenity protections and consideration of the contextual impacts of scale on the precinct.

Burnley Street is a main thoroughfare and provides a prominent frontage to the subject land. Recent developments and approvals along Burnley Street range in height. Between the subject land and Victoria Street to the north, recent and approved developments in the General Residential Zone have a predominant height of 7 storeys. North of Victoria Street, buildings rise to 10 and 11 storeys. As mentioned, developments to the east of the subject land within the Mixed Use Zone have been constructed to 11 and 13 storeys.¹⁵

An important policy direction for this precinct is to facilitate a transition from the scope for taller, more robust building forms in and around the Victoria Gardens Shopping Centre to the more conventional residential areas beyond. The Panel considers that the emerging context in the vicinity of the subject site (which includes many recent approvals that are consistent

¹⁵ This compares with the preference for buildings of a maximum 15.5 metres in DDO9 applying to the Mixed Use Zone.

Attachment 1 - Attachment 1:C223yara Panel Report

with this) should be given substantive weight in assessing preferred maximum heights for the Amendment.

Current and emerging scale of developments within the Victoria Street East Precinct indicate that the scale of preferred maximum heights in the exhibited IFP would be appropriate for the subject site land to respond to building heights of 7 storeys to the west and 11-13 storeys to the east, but to potentially step up towards the corner of Burnley Street and Doonside Street as a suitable transition to the core of the Activity Centre.¹⁶ The Panel is not otherwise persuaded that the features of the site including its size or location justify a notable increase in building height compared with surrounding development.

It is also significant that DPO15 provides for a relatively uniform two to three storey podium height for buildings to provide a 'human scale' to site frontages, with setbacks of built form above to reduce visual impact on streetscapes and private properties. For this reason, the Panel is not persuaded that a more qualitative assessment of podium height be provided by reference to overshadowing tests as suggested by Mr Barlow. The Panel prefers the 8-11 metre podium height as exhibited rather than a uniform preferred podium height of 11 metres as suggested by Ms Heggen, as it enables site specific responses while still delivering a relatively consistent street wall scale.

The preferred maximum height of 42 metres in the proposed Amendment would be at the upper end when compared with recent developments and approvals. Examples of higher developments in precincts distant from the subject site while still within the City of Yarra are outcomes of differing local contexts, development site conditions and planning scheme provisions. As such, these are not considered to carry sufficient weight to support a greater maximum height than that in the exhibited Amendment.

The use of shadow diagrams to assess the impact of height and configuration of proposals for the subject land is a valid tool but should not be given primacy over contextual analysis. The Panel was not persuaded that a lack of additional shadowing impact of taller buildings is sufficient justification to change the maximum preferred height in the exhibited Amendment having regard to the full range of urban design considerations.

Another consideration confirming the acceptability of preferred building heights (and setbacks) is that the Panel accepts that built form should not overshadow the footpath on the west side of Burnley Street from 11.00am on the equinox as included in the Council's preferred Amendment, and was not convinced by Mr McGauran's proposition that there should be no overshadowing from 10.00am onward instead of 11.00am. This is addressed further in chapter 3.4.

The proposed change to the Amendment to increase the mid-level component of the IFP from 24.5 to 27.5 metres (on the south western side) as outlined by Ms Heggen should be seen in conjunction with the potential for taller buildings on the north western and central portion of the site. An increase in height for the southern part of the site would have a greater visual impact from Appleton Street and the residences on the southern side of the street. There was no substantive case proposed to support this increase in building height in isolation from proposed higher sections to the north.

¹⁶ It appears that the Incorporated Plan for the Victoria Gardens Activity Centre (Victoria Gardens - Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area) includes a "sensitive buffer area" opposite the subject land generally opposite 26 Doonside Street and the area beyond appears to have a maximum height of RL 31.

Attachment 1 - Attachment 1:C223yara Panel Report

Another important consideration is that the Amendment proposes a discretionary control. The preferred maximum heights outlined as the basis for the Development Plan would not necessarily preclude detailed planning permit applications for development with elements that exceed preferred maximums. These would need to be justified on the basis of consistency with precinct built form outcomes, a high standard of design and limited on and off-site impacts.

(iv) Conclusions

The Panel concludes:

- The preferred maximum building heights in the exhibited Amendment are supported.
- There is inadequate justification for taller preferred maximum building heights in the schedule to the Development Plan Overlay having regard to the scale of development in this part of the precinct and the role of this land, especially considering that these building heights are discretionary.

3.2 Building setbacks

(i) The issues

Key issues are:

- have appropriate minimum preferred building setbacks been provided in DPO15 to respond to all relevant site considerations?
- is there scope to support reduced building setbacks in some instances as suggested by witnesses?

(ii) Evidence and submissions

The exhibited Amendment provides a range of minimum setbacks from street frontages to upper levels above the podium. It also seeks a separation from the windows and balconies of the Embassy Apartment complex to the east and south.

Council explained that the preferred minimum setbacks respond to urban conditions including:

- the integrity of the heritage fabric on the subject land
- the residential area to the south
- amenity of adjoining developments including those to the east and south.

Council submitted that the upper level setbacks are intended to mitigate the visual impact of the built form. It considered the 10 metre preferred setback from Burnley Street and the 13 metre preferred setback from Appleton Street would suitably ameliorate the visual impact of taller building forms when viewed from surrounding areas by reference to relevant viewline diagrams included in the Amendment documentation.¹⁷ By contrast, while buildings constructed along Burnley Street are generally lower than proposed for this land, Council pointed out that they do not generally provide setbacks to upper levels (aside from balconies and other fenestration).

¹⁷ Council submission, Document 45, paragraphs 23-25.

Attachment 1 - Attachment 1:C223yara Panel Report

Mr McGauran addressed shadow diagrams based on preferred built forms and setbacks in the exhibited IFP. These indicated that the minimum setbacks in conjunction with the preferred maximum heights would not cast shadow onto the properties to the south of Appleton Street between the hours of 10.00am and 2.00pm (it would reach roughly the middle of the road), nor would they overshadow the western footpath of Burnley Street between the hours of 11.00am and 2.00pm at the equinox.

Mr McGauran went further to recommend an added requirement for built form and setbacks to prohibit shading of the Burnley Street western footpath from 10.00am at the equinox (rather than 11am in the exhibited Amendment). This was intended to improve the public amenity of the footpath earlier in the day. This recommendation was not supported by Council in its ultimately preferred form of the Amendment.¹⁸

Ms Heggen on behalf of the Proponent considered that the setbacks above podium should be reduced compared with the exhibited IFP, for:

- Burnley Street (10 metres proposed) reduced to 6 metres
- Doonside Street (8 to 6 metres proposed) reduced to 5 metres in some locations and to 3-6 metres in others
- no change to 13 metre setback proposed to Appleton Street.

The exhibited Built Form Guidelines also included a minimum 9 metre spacing between the upper level of buildings within the site. This separation was also graphically depicted in the IFP. Ms Heggen and Ms Jordan proposed that these setbacks be deleted from the IFP since they would create unintentional expectations about the number and footprint of buildings. Mr McGauran agreed that setbacks at upper levels between buildings on the land could be deleted from the IFP so long as the substance of this was replicated in text within the schedule.

For the most part, submitters' concerns about proposed setbacks related to overall building scale and presentation in conjunction with preferred maximum building heights. Some submitters sought additional setbacks to protect heritage buildings.

A key issue for heritage experts was the appropriateness of the proposed minimum setbacks from Burnley Street, Doonside Street and Appleton Street facades of the corner heritage building. Mr Gard'ner considered that the setbacks outlined in the exhibited IFP were appropriate and did not support Ms Heggen's reduced setbacks. Mr Raworth and Mr Lovell did not support Ms Heggen's reduced setbacks to Doonside Street but considered that the 10 metre setback from Burnley Street could be reduced to 8 metres without having detrimental impacts on heritage values.

The exhibited Amendment also proposes a setback of 10 metres from the retained heritage building (former laboratory) at 26 Doonside Street and taller built form to the east and south. Ms Heggen proposed a reduction of this setback to 3 metres. The issue of the relationship of the existing heritage building to future development is discussed further in Chapter 3.3 of this Report.

Some submitters also advocated for more protective setbacks to protect the amenity of the Embassy Apartment complex. The exhibited Amendment seeks a minimum 9 metre setback from the balconies and windows of the Embassy Apartment complex to the east and south. Council and Mr McGauran supported this setback on the understanding that apartment

¹⁸ Document 79.

Attachment 1 - Attachment 1:C223yara Panel Report

developments of 5 storeys or more would be subject to Clause 58 provisions of the Planning Scheme regarding amenity. This approach was generally supported by the Proponent, although together with its expert witness Ms Jordan, it sought greater flexibility subject to the actual interface to be created.

(iii) Discussion

In general, the Panel agrees with Council's response to submissions that the exhibited preferred setbacks do not need to be increased. The combination of preferred maximum heights and setbacks in DPO15 reflect a reasonable approach to the development potential of the site while protecting the amenity of sensitive areas to the south.

While many existing approvals along Burnley Street do not provide meaningful upper level setbacks, in this instance, there are heritage and other imperatives for a substantial setback from the existing streetscape which extends to three property boundaries and wraps around the corner of each.

The setback from Burnley Street above the heritage fabric needs to be of a scale to maintain priority of the lower existing streetscape and to create sufficient visual separation to levels above.

In an urban design sense, sightlines within the public realm along Burnley Street (including oblique views from the north and south) should present a relationship between the lower street form and the higher forms behind that would enable the existing streetscape to maintain its urban presence and avoid dominating the lower forms of existing development. This would be achieved by a stepping back of higher forms irrespective of the heritage value of the existing building.

The Panel is not persuaded that a lesser setback than 8 metres, such as a 6 metre setback proposed by Ms Heggen, would be sufficient to retain the intended relationship between street and tower forms, especially for a building of a maximum preferred height of 42 metres as proposed.

Heritage evidence on behalf of the Proponent supported a reduction in setbacks to Burnley Street above existing heritage buildings (from 10 metres as exhibited) to 8 metres without detrimental impact on the heritage value of the retained fabric. While heritage issues are discussed in the following chapter there is a question as to whether a reduction of the setback to 8 metres would be detrimental to the urban condition of the Burnley Street frontage.

An 8 metre setback for upper levels has been proposed in the IFP for a section of Doonside Street for the length of the heritage overlay that covers the existing building. Doonside is a lower order street compared to Burnley Street and has a different context to the north. Notwithstanding, due to the exposed corner condition at the intersection, there is justification for some continuity of setbacks. In this case, an 8 metre setback for Doonside could suitably be matched with an 8 metre setback along Burnley Street without unreasonable streetscape impacts.

Another important consideration guiding the extent of setbacks is the need for the south western corner of the land to respond to the reduced scale of residential built form within Appleton Street as well as the taller built forms along Burnley Street. With the lower built forms and larger setbacks to Appleton Street, an 8 metre setback from Burnley Street would likewise be appropriate for this part of the site.

Attachment 1 - Attachment 1:C223yara Panel Report

The Panel further agrees that the setback of upper levels from Appleton Street should be 13 metres as per the exhibited Amendment given the low scale of the residential area to the south. Viewline diagrams prepared on behalf of the Proponent demonstrate that a parapet height of between 8-11 metres would suitably curtail views of upper levels from close range. Combined with a 13 metre setback of built form above this, it would achieve a presentation generally comparable to the Embassy Apartments where upper levels are far less prominent in viewlines from direct vantage points in Appleton Street.

The treatment of spacing between the heritage building at 26 Doonside Street and taller new built form on the subject land is discussed in Chapter 3.3.

The Panel also supports a setback of 5 metres for the section of Doonside Street east of the heritage overlay as it would reflect the secondary streetscape character beyond the corner condition connection with Burnley Street. It would also be in keeping with the existing robust and envisaged intense development context to the north.

The Panel affirms the designation of a minimum 9 metre separation between future development on the site and the balconies and windows to the existing developments to the east and south. This is consistent with Planning Scheme expectations for reasonable levels of privacy and spacing. Any greater mandated separation would provide an unreasonable limitation on building forms and yields for the land.

That said, the Panel recognises the Proponent's concern about the depiction of the dotted 9 metre building separation zones in the IFP since it would appear to suggest building (or tower) placement.

The assembly of buildings on this site and the relationship between them will be critical to the overall success of the redevelopment scheme. The Panel supports evidence from witnesses such as Mr McGauran that it would be desirable for the land to host a 'campus of buildings', at the same time as avoiding large 'monolithic buildings'.

In reality, it is far more desirable for the placement of buildings to be the subject of further integrated consideration through the process of preparing a Development Plan for approval under the schedule and planning permit applications under it. At this stage, the Panel regards the exhibited 9 metre preferred separation between building forms above the podium as sufficient to indicate these intentions, while not unnecessarily or pre-emptively constraining the location of taller building elements. Consequently, it would be preferable not to show this separation graphically in the IFP.

(iv) Conclusions

The Panel concludes:

- It is appropriate to reduce setbacks proposed for upper level built form along the Burnley Street frontage from 10 metres as exhibited to 8 metres.
- Other prescribed setbacks for upper level built form are supported as contained within the exhibited Amendment.
- There is justification to remove the dashed lines indicating potential upper level building forms from the IFP while retaining text seeking 9 metre separation between building forms above podium.

Attachment 1 - Attachment 1:C223yara Panel Report

3.3 Response to heritage values

(i) The issues

Key issues are:

- does DPO15 in combination with the Heritage Overlay and relevant policy provide appropriate guidance for the adaptive re-use and conservation of the two heritage places on the land, as well as providing suitable parameters for adjacent built form?
- has the Amendment had appropriate regard for the need to respect the adjacent heritage precinct to the south?

(ii) Evidence and submissions

The land hosts two existing buildings protected by individual Heritage Overlay schedules. The original Russell Manufacturing Co. (Repco) building extends along the Burnley Street frontage of the site and is occupied by Harry the Hirer (HO375) while the former Repco Offices and Laboratories building is located at 26 Doonside Street (HO252). Both are good examples of the Moderne style, dating from the 1930s and 1940s although the presentation of the Repco building façade presentation is negatively affected by paintwork over its bi-chromatic brickwork which is intended to be restored as part of the redevelopment. DPO15 seeks to incorporate the retention and re-use of significant elements of the Repco buildings to the three street frontages within the overlay and the retention of the double storey building at 26 Doonside Street.

The subject land is north of heritage overlays that cover residential properties south of Appleton Street (HO460, HO370, HO369).

Submissions to the Amendment raised concerns that the industrial heritage of the site and its context would be detrimentally impacted by new built forms and that the retention of the street frontages of the Repco building would equate to facadism.

Mr Gard'ner supported the exhibited Amendment although his original preference was for a greater setback to Burnley Street. He also supported the nomination of a two storey height limit in the IFP for the heritage building at 26 Doonside Street to preclude building above or cantilevering over. Mr Gard'ner also supported the 10 metre separation above podium for built forms east and south of this heritage property.

Mr Gard'ner affirmed the importance of retaining a three-dimensional perception of the Repco building as outlined in the Built Form Guidelines in the exhibited Amendment. This guideline would require building setbacks above the facades of 81-95 Burnley Street (Repco) to ensure the heritage building can be understood as having a three-dimensional form. On this basis, he and Mr Lovell for the Proponent were satisfied that the setbacks and heights in the Amendment would enable the key heritage values of the Repco building to be retained and that the Built Form Guidelines within the Amendment would avoid facadism.¹⁹

Mr Gard'ner considered that the two to three storey podium with 13 metre setback of upper forms and a preferred maximum height of the mid site upper level form of 24.5 metres as described in the exhibited Amendment would provide a suitable transition to the single storey Victorian and Edwardian dwellings on the south of Appleton Street.

¹⁹ Document 27.

Attachment 1 - Attachment 1:C223yara Panel Report

Mr Raworth had provided heritage expert reports to Council in 2016 and 2017 on behalf of the Proponent then provided supplementary expert evidence to the Panel. He generally accepted that the Amendment had appropriate regard for the significance, character and setting of the heritage buildings on the subject land.²⁰

Mr Lovell also gave expert heritage evidence for the Proponent. He recommended changes to the wording of Built Form Guidelines under DPO15 since he:

- did not agree with the objective that development should not overwhelm heritage places including dwellings on the south side of Appleton Street
- considered it unnecessary to provide setbacks for the purpose of ensuring the heritage building can be understood as having a three-dimensional form, since he anticipated only the three facades would be kept in a redevelopment proposal
- proposed a reduction of the 10 metre setback to upper forms from the former Office and Laboratory building to 8 metres from the east side and 5 metres from the rear.

Experts disagreed about the capacity for new built form in the vicinity of the existing Office and Laboratory building at 26 Doonside Street. The wording of the schedule as exhibited does not designate a specific dimension for the separation of the podium from this building but there is a graphic representation of the separation sought on the exhibited IFP.

Mr Lovell considered there should be scope for abuttal at lower levels, consistent with historic conditions before the adjacent gabled roof building was demolished.

As mentioned above, both Mr Lovell and Mr Raworth did not see the taller built form as proposed by Ms Heggen as having any detrimental impact on heritage values although they conceded there may be urban design impacts.

The Vision within DPO15 calls for a sensitive adaptive re-use of the heritage buildings, to be informed by a comprehensive heritage analysis prepared by a suitably qualified professional. Mr Gard'ner supported this provision while Mr Lovell did not see the need for the Amendment to require such an analysis.

(iii) Discussion

A central consideration for new development on the land is to respect existing values of the two heritage properties. This needs to be undertaken in the context of adaptive re-use and restoration of these two properties to achieve community benefit.

The heritage evidence was extensive and detailed, and there is a relatively high level of expert support for the Amendment as exhibited. Where there are differing points of view, they are limited more to matters of detail such as the extent of setbacks and the capacity for built form in the vicinity of the former Office and Laboratory building. These should be evaluated with a view to relevant underlying objectives, such as the desirability of appreciating the three-dimensional built form of the building to the Burnley Street corner (which the Panel supports) and the intactness and scale of the Office and Laboratory building fronting Doonside Street.

The Panel supports the retention of the provision in DPO15 regarding adequate building setbacks to prevent development overwhelming dwellings on the south side of Appleton Street. However, it agrees with urban design and heritage experts that the main imperative

²⁰ Document 33.

Attachment 1 - Attachment 1:C223yara Panel Report

for these setbacks is based on urban design considerations more so than respect for heritage values. The reason for this is as explained by Mr Lovell, that there is no indication in the heritage precinct citations for the Appleton Street properties that their values would be diminished by taller built form in *separate* heritage overlays. In these circumstances, the determination of setbacks is more properly influenced by considerations of visual bulk and amenity as addressed in Chapter 3.2 above.

The Panel is conscious that not all the heritage fabric of the extant Repco building is worthy of retention on heritage grounds and that newer additions are generally not significant. The extent of heritage fabric to be retained has not yet been determined. This will be an important consideration for further documentation supporting the Development Plan having regard to the significance of the place.

The Panel accepts that the objective in the Amendment seeking setbacks to the heritage Repco building to enable it to be understood as a three-dimensional form is valid. Although an understanding of this building as a three-dimensional form does not depend on roof elements being seen above the facades, in the Panel's opinion, it would rely on a suitable scale of setback of upper forms from the frontages. The retention of this provision as exhibited sets the ambition for proposed setback configurations for future development.

The Panel has also observed the differences between the configuration and presentation of the heritage building on this site compared with other sites that have been redeveloped in the City of Yarra as referred to by the Proponent (including the Supply Co redevelopment in David Street), with lesser setbacks than envisaged by the current IFP. The fact that the building extends over three street facades is a significant consideration for this particular site. Also, in the Panel's experience, some of the examples referred to where minimal setbacks are provided above retained heritage facades (or balcony or other incursions are permitted), have resulted in the notable diminishment of the prominence of the heritage fabric in the streetscape. This warrants a degree of caution, noting that residual discretion exists in the proposed control to enable an effective site specific outcome.

On closer examination, the Panel is persuaded that the proposed reduction of the setback to 8 metres above the Repco building to Burnley Street as supported by Mr Lovell and Mr Raworth would be appropriate to maintain its heritage values including a three-dimensional appreciation of the retained building form. However, a lesser setback (as suggested by Ms Heggen) or other incursions would risk these values being diminished in the streetscape.

The Panel has also considered the appropriateness of the 10 metre proposed setback of upper forms from the heritage building at 26 Doonside Street. The reduction proposed by Mr Lovell (to 8 metres to the east) would be in keeping with the setback the Panel supports for Burnley Street; the issue of separation from heritage fabric being similar in both cases. The purpose of the setback would be to provide clear separation between the existing heritage building and future development forms. This principle would hold true for both the east and the southern side of the building such that the Panel supports a preferred setback to 8 metres from the east and south of the building, not 5 metres as proposed by Mr Lovell.

The Amendment provides that the external form of the Office and Laboratory building should be retained. Although there is a graphic indicator of white spacing on the IFP there is no specific reference to a separation between 26 Doonside Street and lower built form. The Panel is sympathetic to the practicalities of adaptive re-use raised by the Proponent that may justify

Attachment 1 - Attachment 1:C223yara Panel Report

additional openings in the heritage fabric, for example. There is also flexibility in internal reconfiguration, provided future development avoids altered floor levels and voids across exiting door or window openings in heritage fabric.

The Panel supports the inclusion of a height limit for the existing building at 26 Doonside Street in the IFP to prevent additions and cantilevering directly over the existing building profile, which it would regard as problematic in line with the evidence of Mr Gard'ner. This height should be articulated in metres to match the existing ridge height instead of 2 storeys.

The Panel regards the remaining issues raised by submitters regarding scale and setbacks having regard to heritage values as appropriately addressed by Council, supported by evidence from Mr Gard'ner and others. The Panel concludes that the combination of heights and setbacks in the exhibited Amendment would adequately protect the heritage values of the site subject to the refinement suggested by the Panel. The Panel further accepts that the proposed heights and setbacks to the south would enable sufficient separation from and respect for heritage values to the south.

(iv) Conclusions

The Panel concludes:

- The separation between the existing building at 26 Doonside Street and upper level forms should be 8 metres to the east and the south.
- It is appropriate to retain provision in DPO15 seeking retention of the three-dimensional form of the Repco building, although the qualitative success of this objective will need to be assessed when a particular proposal is formulated.
- It is reasonable to designate the height of the heritage building at 26 Doonside Street (by articulating its height in metres to the top of the existing ridgeline) in the Indicative Framework Plan for consistency.

3.4 Amenity and public realm

(i) The issues

Key issues are:

- has DPO15 provided sufficient parameters to maintain an appropriate level of sunlight to nearby footpaths?
- would the communal open space areas within the Embassy Apartment complex retain sufficient levels of amenity?
- is the obligation on the Proponent to upgrade the public realm beyond the site reasonable and suitably defined?

(ii) Evidence and submissions

Policies in Clause 22.11 emphasise the need to ensure access to sunlight and amenity is maintained in public spaces.

Protection from overshadowing and sunlight to footpaths

Submitters identified concerns regarding overshadowing of the public realm including footpaths.

Attachment 1 - Attachment 1:C223yara Panel Report

The exhibited Amendment indicates that the massing of the proposed built form envelopes based on indicative heights and setbacks would not overshadow properties on the southern side of Appleton Street between the hours of 10.00am and 2.00pm at the September equinox. Likewise, there would be no overshadowing of the footpath on the western side of Burnley Street between the hours of 11.00am and 2.00pm at the September equinox.

Mr McGauran evaluated shadow diagrams based on the exhibited Amendment and confirmed that these criteria for overshadowing would be met. He also concluded that the overshadowing effects on the Richmond Heights apartment building would be very modest in the early morning period and would be mostly alleviated after 11am.

However, Mr McGauran further recommended that the requirement be increased so that the western footpath of Burnley Street would not be overshadowed between 10.00am and 2.00pm. This recommendation was not adopted by Council in its preferred Amendment. The Proponent submitted that there is no quantitative standard in the Planning Scheme supporting the appropriateness of this approach.

Apart from Mr McGauran, the exhibited guidelines concerning overshadowing to the public realm were accepted by Council and the Proponent.

Amenity to communal open space within the Embassy Apartment complex

A number of submitters living in the Embassy Apartment complex were concerned about potential overshadowing of above ground communal open space on Level 7 within the building. They considered that DPO15 should limit or avoid this impact on their amenity.

Council addressed the potential for overshadowing in detail and verified the accuracy (and limitations) of shadow diagrams prepared to support the Amendment. It concluded that the overshadowing of the communal area within the Embassy Apartment complex was caused by that building itself.²¹

Upgrades to the public realm

DPO15 as exhibited requires the preparation of a Public Realm Upgrade Plan. Council did not elaborate on what was intended by this wording.

The Proponent submitted that this requirement was uncertain because it did not specify the nature of these works and suggested it would not be reasonable to require works beyond reinstatement within relevant kerb lines.

Ms Jordan gave evidence that both streetscapes along the site frontages already offer a good level of public amenity and it is difficult to envisage what other works may be required as a result of the redevelopment.

Mr Gobbo QC subsequently clarified on behalf of the Proponent that it would not object to streetscape upgrades in the nature of those outlined in the Tract report accompanying the Amendment.²²

²¹ As illustrated on pages 12 and 13 of Council's Part B submission, Document 45.

²² Document 6, Page 39.

Attachment 1 - Attachment 1:C223yara Panel Report

(iii) Discussion

Protection from overshadowing and sunlight to footpaths

Consideration of the impact of shadow at the equinox is an accepted principle for determining the balance between impacts of built form and public amenity.

The private properties to the south of Appleton Street would not be overshadowed between 10.00am and 2.00pm at the equinox. Part, or all, of the southern footpath could be in shade during these times under the guidelines in the exhibited Amendment.

Appleton Street is a minor road and pedestrian traffic is generally focused on local usage. Although the footpath at ground level may be in shadow, a person using the southern footpath could be mostly in sunlight at these times.

Burnley Street is a larger thoroughfare and is expected to carry more substantial pedestrian traffic. Having the footpath free of overshadowing from 11.00am at the equinox would be a reasonable outcome as proposed in the exhibited Amendment given the greater frequency of usage and the nature of this roadway. The Panel is persuaded that this timeframe represents a generally applied standard in the Planning Scheme and relevant Panel and Victorian Civil and Administrative Tribunal decisions. There is no increased sensitivity of this stretch of Burnley Street that would justify further modification to building envelopes to achieve acceptable overshadowing outcomes.

The Panel also accepts that this guideline will protect against unreasonable overshadowing of the Richmond Heights apartments in Burnley Street.

Amenity to communal open space within the Embassy Apartment complex

The Panel accepts the submissions and evidence on behalf of Council that the parameters set for future built form by DPO15 are unlikely to be the primary source of unacceptable overshadowing on this area of communal open space. In any event, the Panel is also conscious that there are other areas of open space available to residents within this development.

Upgrades to the public realm

The Panel considers that it is reasonable to provide for a requirement for the Proponent to upgrade localised public realm infrastructure given the scale and impact of the development. This obligation is also generally consistent with requirements for the northern side of Doonside Street under the provisions of the Comprehensive Development Zone (Schedule 1) for the Victoria Gardens activity centre.

The Panel is not persuaded by the Proponent that these types of works need to be specified beyond the level of detail already provided in DPO15. The Panel suggests that the planning report prepared by Tract and others supporting the Amendment request provides a useful guide of the likely extent of public works that would have a reasonable nexus with the redevelopment of the site. The nature of these works, the extent of the contribution, timing and whether the contribution is provided in cash or in kind are matters for negotiation with Council as municipal authority and the manager of adjacent local roads.

(iv) Conclusions

The Panel concludes:

Attachment 1 - Attachment 1:C223yara Panel Report

- The provisions in the exhibited Amendment seeking to limit overshadowing of the public realm of Appleton Street and Burnley Street are supported without greater confinement.
- The proposed heights and setbacks in Schedule 15 to the Development Plan Overlay would not be the primary source of overshadowing of communal open space within the Embassy Apartment complex since this space is overshadowed by buildings within that site.
- The requirement for the preparation of a Public Realm Upgrade Plan in DPO15 is appropriate to identify the nature of the works required in conjunction with the redevelopment of the land and to address fair contributions by the Proponent.

3.5 Traffic management

(i) The issues

The issues are:

- How should DPO15 address increased traffic and the potential signalisation of Burnley Street and Doonside Street?
- Has loading and unloading been addressed appropriately in DPO15?

(ii) Evidence and submissions

Managing increased traffic

A multitude of local residents expressed concern about the cumulative effect of nearby development approvals, both recently constructed and yet to be constructed. Some submitters considered that traffic counts prepared for the Proponent were an outdated and unreliable base to assess the proposed rezoning.

Both expert traffic engineers for Council and the Proponent considered the assessments already undertaken formed a sufficient basis to evaluate the proposed rezoning.²³ However, they emphasised that the next step required under DPO15 would involve a full Traffic Impact Assessment Report (TIAR) to be prepared on behalf of the Proponent to Council and VicRoads' satisfaction. This would involve the collection of full data to provide a new base case for existing conditions to accurately assess the impact of recent development in the area including as proposed for the site.

Submitters also expressed mixed views about the prospect of a new signalised intersection at Burnley Street and Doonside Street as supported by Council. Some considered that it would improve safety and enable more controlled access to Burnley Street. Others were concerned about the potential for greater delays and driver confusion if so many signalised intersections were so close to each other along this stretch of Burnley Street (referred to by the experts as the 'see through effect').

Ms Dunstan who gave expert traffic engineering evidence on behalf of Council considered submissions from local residents which raised concerns about traffic safety as a result of the rezoning. She concluded that the level of traffic likely to be generated by the rezoning would

²³ They noted that traffic counts had been updated and were found to be generally similar to the last results as expected.

Attachment 1 - Attachment 1:C223yara Panel Report

not significantly alter traffic conditions on Burnley Street in the context of existing traffic volumes along that road. A similar view was reached by Ms Marshall.

Ms Dunstan explained that the intersection at Burnley Street and Doonside Street is currently operating under excellent conditions but that sophisticated intersection modelling (SIDRA) anticipated that right turn movements into the arterial network would degrade to very poor as a result of the comprehensive redevelopment of the land.²⁴

In Ms Dunstan's view, it would not be reasonable for this one site to absorb all remaining capacity in the intersection. She therefore regarded new traffic signals at this intersection as a *"necessary and...logical outcome for this intersection to cope with the increased traffic demand generated by the rezoning"*. She emphasised that:

The majority of traffic associated with the development will access the site via Burnley Street, using the signals at Doonside Street. The provision of traffic signals will make this route safe and convenient. As such, the majority of development traffic will be limited to Burnley Street (an arterial road) and Doonside Street, which is a wide local street for most of its length...and capable of accommodating the level of traffic proposed.

The limitation of any Appleton Street vehicle access as a secondary access point ensures the impact of development traffic on this street is limited.

The DPO does not clearly define what 'secondary access' is. In my view, secondary access is less convenient than the primary access, does not provide for loading or truck access and additionally it may service only limited number of car spaces or service only as an entry or exit.²⁵

Ms Marshall who gave expert traffic engineering evidence on behalf of the Proponent considered that the intersection could operate over capacity based on current assumptions but clarified that it was not her position that signalisation would never be required. Fundamentally, she considered the intersection could continue to operate satisfactorily without signalisation subject to relatively small changes in projected development yield or altered traffic distribution.

There were discrepancies with the SIDRA model provided to Council on its request. Ms Marshall was re-called at the hearing to explain the discrepancies in what she explained was a reconstructed model. The model needed to be reconstructed due to data loss associated with working from home arrangements due to COVID-19. Ms Marshall explained that the model had been calibrated to turn off two way sign controls (to enable the use of AustRoads recommended gaps) but had not been modified to vary 'driver aggressiveness' as suggested by Ms Dunstan.

In any case, Ms Dunstan regarded the signalisation of the Burnley Street and Doonside Street intersection as a positive measure that would provide a further opportunity for pedestrians and cyclists to cross safely.

Access and loading

Some local residents provided the Panel with videos and photographs of existing traffic congestion in Doonside, David and Appleton Streets, particularly arising from competing demands from supermarket trucks, conventional vehicles, pedestrians and cyclists. This was

²⁴ The SIDRA model predicted 1.1 Degree of Saturation, with anything over 0.9 Degree of Saturation being problematic on her evidence.

²⁵ Expert report, page 45.

Attachment 1 - Attachment 1:C223yara Panel Report

evident at various times of the day and night. They were concerned that the redevelopment of the site should not exacerbate these existing conditions. Some local residents also sought restrictions to limit the number of commercial vehicles associated with the land from accessing local residential streets, especially Appleton Street, to limit impacts on amenity.

Salta Properties Pty Ltd, the owner of the Victoria Gardens Shopping Centre and land in the Mixed Use Zone to the immediate north, also sought protective conditions to ensure that its capacity to continue loading and unloading via Doonside Street would not be constrained by the redevelopment, especially allowing for a potential shopping centre refurbishment or renewal.

The Proponent, supported by the evidence of Ms Marshall, was of the view that DPO15 should provide flexibility to enable appropriate locations for access and parking to be determined at the stage more detailed plans were formulated. It considered that both site frontages could sustain parking and loading. Ms Marshall particularly supported the potential for on street loading for smaller retail tenancies in particular, which may be serviced by vans or small trucks that could use kerbside opportunities in either Doonside or Appleton Street.

By contrast, Ms Dunstan gave evidence for Council that it was appropriate to require 'primary access' to the site from Doonside Street to minimise impacts on other local streets and for waste collection to be on site as proposed in DPO15 as exhibited. She considered that the site was sufficiently large to provide onsite loading and that there would be regular demand for this given the significant amount of commercial floor space and number of potential dwellings.

(iii) Discussion

Managing increased traffic

Is signalisation likely to be required?

There is express policy recognition in Clause 22.11-3 that Doonside Street should be improved as a major vehicular entry to Victoria Gardens and the area to the south. This is consistent with the role of this street in DDO9 applying to the Doonside Precinct.

The Panel accepts the evidence of Ms Dunstan and submissions from parties including Council that there will come a point in time when signalisation of Burnley Street and Doonside Street will be required to sustain a functional and safe road network in light of anticipated traffic movements from the redevelopment of the land.

A similar conclusion was reached in the independent assessment of Ratio Consultants on behalf of the Proponent in its report accompanying the Amendment, which found that signalisation would likely be required when the site achieved 50 percent redevelopment.²⁶

Ms Marshall's position that signalisation may not be required depending on a number of factors is not supported by the Panel. The Panel acknowledges that Ms Marshall carried out her role independently of the Proponent, as she is obliged to do. However, the Proponent has accepted that it would be appropriate for the intersection to be signalised at some stage and for it to make a contribution to these works. The Panel regards this as the preferable approach.

²⁶ Document 7.

Attachment 1 - Attachment 1:C223yara Panel Report

Even accepting complications with the reconstruction of the SIDRA analysis the Panel prefers the evidence of Ms Dunstan to the effect that:

- signalisation will be needed to ensure the ongoing proper functioning of this intersection, particularly to facilitate timely right hand turns into Burnley Street in the afternoon peak
- the intersection should not be simplified to a standard T-intersection for the purpose of the SIDRA analysis when it already exists in a more complicated form
- it is reasonable to have distinct regard to pedestrian and cyclist movements within this particular activity centre context
- it is not desirable to encourage drivers to accept lesser gaps in this setting before turning
- in general, it is concerning that the calibration of the model is not entirely clear and fully replicable by an experienced professional (even if the ultimate difference in projections may not be substantial).

The Panel expects that a further benefit of the intersection upgrade will be improved control over truck movements in and out of the local street network, which is an existing concern expressed by residents such as Ms Power and Mr and Ms Carrington. It will also provide greater capacity for upgrades to occur on land to the north within the Major Activity Centre consistent with planning policy.

How should the issue of timing be addressed?

Council has carefully framed the wording of DPO15 to enable the timing and detailed design of the intersection signalisation to be determined as part of the Development Plan process and its implementation. A Traffic Works Assessment would be required to accompany the Development Plan which would (amongst other things) need to identify mitigating works, assess if an intersection upgrade is required and the trigger for this. A condition of relevant permits would be the preparation of the Traffic Impact Assessment Report and the works identified in this document including potential signalisation and other mitigating works would be secured by a section 173 agreement to be entered into between the time a permit is granted and plans are endorsed under it.

By that point in time, it could be expected that the scale of development and its staging would be known with the benefit of updated traffic data and fulsome analysis. By then it should also be known whether redevelopment of this land or other land in the vicinity will be the catalyst for intersection upgrades and what they would involve.

Therefore, the Panel considers that the way the requirement in DPO15 has been drafted in the 'without prejudice' discussion by parties at the hearing is optimal to provide further analysis and an outline of the scope of the anticipated works, but reasonably contemplates final decisions about these works at the appropriate time.²⁷

What financial contribution should the Proponent provide for the upgrade works?

The Panel recognises concerns expressed by the Proponent about matters of equity. The Proponent explained that the cost of the signalisation works were estimated upwards of \$1m.

²⁷ It makes only confined changes to the operation of this provision that would not affect third party rights and require any further notice.

Attachment 1 - Attachment 1:C223yara Panel Report

In reality, the need for this upgrade may also be precipitated by other redevelopment in the immediate area, such as upgrades to the Victoria Gardens Shopping Centre. Much may depend on timing. The Panel was also referred to other localised planning permits requiring financial contributions to this intersection from development such as the Embassy Apartment complex and the Supply Co residential redevelopment in David Street, but these contributions are far more confined than what is now proposed for the current site.

The Proponent committed to making a 'contribution' to the cost of the intersection upgrade but not to fully fund it. One challenge for the Proponent is that there is no existing Development Contributions Plan covering roadworks in this area as the area matures to its full development capacity.

In theory, it may be possible for the TIAR to include further analysis in consultation with Salta Properties and the road authorities to determine a basis for apportionment of the intersection upgrade having regard to the capacity for full development of remaining sites in the precinct. The question is whether there is any utility in recommending this approach because, in the absence of other contributions, the works will not be fully funded and may not proceed.

The Proponent was unable to suggest how the cost of the works could be apportioned to other benefiting or contributing properties. The Panel enquired of other parties whether there may be a trigger for other contributions to these intersection works, but no satisfactory mechanism was identified by parties (including in VicRoads correspondence with Council) or by the Panel itself. This is reinforced by the fact that the redevelopment plans for Victoria Gardens are at an early stage.

As a bottom line, if the redevelopment of this land is first in time, it will effectively be the agent of change. As a matter of principle, if this development necessitates an upgrade to the road network (as the Panel has accepted it will at some stage) and these works are necessary to maintain a safe and functional road network, it is reasonable for the Proponent to carry the cost of these works unless contributions can be lawfully collected from others by the road authority.

On this basis, the Panel supports the wording and intent of DPO15 as drafted.

However, the Panel considers there may be scope to explore the inclusion of a provision in the future section 173 agreement to provide a reimbursement mechanism for the Proponent. This could potentially provide for a proportional reimbursement of funds to road infrastructure upgrades if contributions were lawfully collected from other benefitting land in connection with redevelopment.

Access and loading

The Panel accepts that the relatively high number and mix of vehicle movements in the local network detract from the amenity of local residents. However, so long as they are managed in line with the road rules, they are part and parcel of mixed use areas such as these adjacent to Major Activity Centres. The Panel expects that this issue will be considered in fine detail at the stage relevant permits are applied for to ensure appropriate access and egress, traffic management and safety.

At this stage of the planning process however, the Panel considers a key role for the Amendment is to provide suitable guidance for future site planning to ensure that vehicle movements associated with the redevelopment of the land can be managed appropriately.

Attachment 1 - Attachment 1:C223yara Panel Report

Likewise, suitable provision needs to be made for a permeable pedestrian and cycling network (especially with a new north-south link) as foreshadowed in policy and relevant controls.

The Panel is conscious that it is premature to be too directive as to the design of access and loading arrangements for the site since they need to be integrated with the proposed land use and arrangement of buildings on the site. This is precisely the level of detail that would be expected through the Development Plan process and refinement of permit applications generally in accordance with it.

Notwithstanding, the Panel strongly supports Council's preferred wording in the DPO schedule for 'primary access' via Doonside Street in conjunction with the provision of a future signalised intersection. This is important to suitably protect local amenity.

From the Panel's perspective, it is important to recognise the road hierarchy, abutments and zoning differences between Doonside street and that of Appleton Street. It is entirely appropriate to designate this side of the site to Appleton Street for 'secondary access' only to reaffirm and protect this hierarchy and associated character. While the concept of primary and secondary access is not distinctly defined in planning documents, the Panel adopts Ms Dunstan's suggestions as a guide, to be evaluated when more detailed site proposals are developed.

(iv) Conclusions

The Panel concludes:

- The redevelopment of the site will require signalisation of the Burnley Street and Doonside Street intersection at some stage to ensure safe and functional traffic and pedestrian movement.
- It is reasonable for the schedule to the Development Plan Overlay to require the Proponent as the agent of change to contribute to all uncollected costs of the upgrade to the extent required in the absence of any identified mechanism by which the costs of these works can be levied on surrounding landowners.
- The requirements and timing for further investigation of the design of intersection upgrade works in the schedule to the Development Plan Overlay as exhibited are reasonable.
- It is appropriate for the schedule to the Development Plan Overlay to provide that Doonside Street be developed as the 'primary access' frontage for the land, with Appleton Street providing 'secondary access' with limited loading and unloading infrastructure.

3.6 Content of Development Plan Overlay Schedule 15

(i) Key issues

Aside from matters addressed elsewhere in this Report, remaining key issues are:

- the desirability of reducing the graphic content within the Indicative Framework Plan
- the capacity of text within DPO15 to provide acceptable guidance for future built form outcomes.

The Panel was presented with a number of preferred versions of wording for DPO15, building on the exhibited version. None of these suggestions were considered by the Panel or parties

Attachment 1 - Attachment 1:C223yara Panel Report

to change the content of the DPO15 to an extent that would warrant further public notification.

To provide a streamlined and workable document, the Panel has used Council officers preferred version of DPO15 as tendered towards the conclusion of the hearing (Document 79) and responded to by parties as the basis for its preferred version of the control in Appendix A.

(ii) Evidence and submissions

Detailed submissions were made by Council and the Proponent about their preferred wording for DPO15. All submissions have been considered by the Panel but are not repeated here. Many matters in dispute are addressed in 'comment boxes' in the Panel preferred version of DPO15 in Attachment A to resolve its view of party submissions and evidence.

In general, the Proponent was concerned that the content of DPO15 would over-regulate the development of the land, disproportionately with its land area compared with other strategic development sites in the municipality. It submitted it was likely that the Development Plan would need to be submitted together with planning permit applications for the actual use and development of the land given the level of detail required for the Development Plan.

Ms Jordan emphasised the need for the Panel to balance the two pillars of clarity and flexibility to arrive at a workable instrument.

The Proponent, supported by Ms Heggen and Ms Jordan, considered that the graphics within IFP should be more streamlined and that relevant objectives could be transferred to the text of the schedule if needed. This would include:

- removal of the dashed lines indicating building envelopes (addressed and supported above)
- removal of the depiction of the 9 metre separation between buildings (addressed and supported above subject to retaining this as a Built Form Guideline)
- a preferred reference to metres rather than storeys to avoid confusion, since commercial and residential floor to floor ceiling levels commonly vary
- a replacement spectrum of preferred land use along each street frontage rather than designated areas for different uses as exhibited
- a textual reference to active frontages rather than graphic depiction as exhibited.

Other issues relate to the timing for certain plans or agreements to be prepared by the Proponent. In most instances, the Proponent sought clarification that these requirements were to be addressed between the time relevant planning permits were granted and the endorsement of plans under those permits. This was acceded to for the most part.

Mr McGauran also considered that a Retail and Commercial Workplace Plan should be required under the schedule. Ms Jordan responded that this was not a meaningful requirement for a site of this size or nature.

(iii) Discussion

In general, the Panel accepts that instruments such as Development Plan Overlays are increasing in sophistication and that this places more onerous obligations on developers. However, a certain level of detail is justified for this site given its location in a largely developed setting with mixed interfaces and a layered policy setting. While it may theoretically be

Attachment 1 - Attachment 1:C223yara Panel Report

feasible to 'strip back' certain provisions of the schedule to make it more streamlined, it would not be desirable to attempt a fundamental reworking of structure at this stage in the process given the extent of public notice and the possibility of consequential changes. Therefore, the Panel has commented on the exhibited documentation as refined by parties at the hearing to arrive at what it regards as a sufficiently workable outcome.

For the record, the Panel does not accept the Proponent's submissions that the level of detail required for the Development Plan and associated documentation is akin to that required for a permit application. Likewise, it rejects the notion that no meaningful discretion would remain (for building heights and the like) because of perceived decisions by this council in other instances.

In any case, decisions to approve a Development Plan or associated plans, disagreements about the wording of a section 173 agreement or a decision that something is not generally in accordance with a Development Plan are all reviewable to the Victorian Civil and Administrative Tribunal to ensure transparency and fairness.

The Panel agrees that the reference to metres instead of storeys throughout the schedule is desirable as more certain and in line with preferred planning scheme drafting conventions.

The Panel concludes there is also scope to reduce graphics within the IFP in favour of built form guidelines in DPO15, generally as advanced in expert evidence for the Proponent. It has sought to supplement the wording of the schedule where required to clarify built form and land use outcomes sought.

For the most part, the Panel supports the timing proposed by the Proponent for the preparation of plans and agreements under the schedule, since many aspects rely on a level of specificity that is only likely to be known once a planning permit is granted or imminent.

The Panel considers that sufficient economic analysis has been undertaken for the Proponent leading to its commitment to a minimum 9,000sqm of employment generating floor area. It does not consider that the scale of commercial or retail land use require a further formalised plan to be prepared under the schedule.

It is sufficient for the IFP to indicate a preferred spectrum of locations for various types of land use in diagrammatic form as proposed by Ms Heggen, which should be flexibly applied to achieve integrated and activated site outcomes. For example, it is conceivable that small cafes or home offices are precisely the type of ground floor uses that could activate Appleton Street without detracting from its principally residential land use.

(iv) Conclusions

The Panel concludes:

- The following changes should be made to the Indicative Framework Plan in the exhibited Schedule 15 of the Development Plan Overlay:
 - dashed lines capable of indicating building footprints should be deleted
 - references to storeys should be converted to metres
 - the 9 metre separation between buildings should be deleted (addressed in text)
 - the height of the heritage building at 26 Doonside Street should be nominated by reference to its ridge line height through survey
 - the spectrum of land use should be indicated generally as recommended in Ms Heggen's preferred Indicative Framework Plan

Attachment 1 - Attachment 1:C223yara Panel Report

- the notation for active frontages should be deleted (addressed in text).

3.7 Consolidated recommendation

The Panel recommends:

1. Approve Yarra City Council's preferred version of Schedule 15 to the Development Plan Overlay as amended in Appendix A subject to the recommendations of this Report.
2. Amend the Indicative Framework Plan in Schedule 15 to the Development Plan Overlay as follows:
 - a) delete dashed lines capable of indicating building footprints
 - b) convert references from storeys to metres
 - c) delete the graphic depiction of a 9 metre separation between buildings
 - d) specify the height of the heritage building at 26 Doonside Street by reference to its ridge line height through survey
 - e) adopt the arrow notations pertaining to the spectrum of land use generally as recommended in Ms Heggen's preferred Indicative Framework Plan
 - f) delete the graphic notation of active frontages
 - g) make consequential changes based on recommendations in this Report.

4 Other matters raised by Council

4.1 Public open space

(i) The issues

The issues are:

- does DPO15 made appropriate provision for public open space?
- does Council's recommendation for a Public Open Space report warrant support?

(ii) Relevant policies, strategies and studies

There is strong emphasis in state and local planning policy on development of healthy communities and place-making, including suitable areas of public open space to meet the needs of all users.

Clause 53.01 provides for a 4.5 percent public open space contribution for land or buildings to be used for residential purposes. This would apply to the redevelopment of the land.

Council adopted its Open Space Strategy in 2006. The land is included in Sub-Precinct 3121E where minimal residential growth was anticipated. At that stage, it was expected that additional (small) local open space would meet the needs of the new local population, preferably adjoining the Yarra River corridor.

Council now regards some of the assessments and directions in the Open Space Strategy as outdated and has commissioned a full review to prepare a new Draft Open Space Strategy. This has been on public exhibition and Council is in the process of preparing a replacement Open Space Strategy which it hopes to adopt later this year. The new Open Space Strategy would include the land in North Richmond Precinct C in the catchment of the Victoria Street and Bridge Road Major Activity Centres.

(iii) Evidence and submissions

The Indicative Framework Plan in exhibited DPO15 depicts a rectilinear area of new public open space of 576sqm fronting Doonside Street. This reflects the Proponent's contribution of an equivalent 4.5 percent of land area. In addition, the Proponent explained that increased functionality would result from the wide pathway it had committed to provide adjacent to the new open space. It also highlighted the capacity for interactions between active uses to be established in nearby ground floor buildings to enhance the function of this space, such as cafes, as depicted in photomontages prepared in the report prepared by Tract supporting the Amendment.²⁸

A number of submitters expressed support for the proposed public open space but considered that it would be inadequate to service the number of residents and workers that would be accommodated on the land once redeveloped.

In particular, Mr and Ms Carrington were concerned that the large area of grassed open space adjacent to the Victoria Gardens Shopping Centre that is currently enjoyed by local residents and workers is privately owned and has been earmarked for redevelopment with mixed use

²⁸ Document 6.

Attachment 1 - Attachment 1:C223yara Panel Report

buildings. They also explained that local residents need to cross main roads to reach public open space that provides play equipment for families or capacity for ball sports (such as Williams Reserve). In general, submitters emphasised that the Yarra River corridor public open space known as Annette's Place was already heavily used and could only provide limited options for active use.

Council called Ms Thompson, one of the lead authors of its new Draft Open Space Strategy, to give expert evidence. In summary, she referred to the anticipated exponential increase in projected population for the relevant area including the subject land (235 percent increase in North Richmond C between 2016-2031 plus a significant anticipated increase in worker numbers). Ms Thompson explained that whereas a Local Open Space was originally proposed for North Richmond C Precinct, it appears that the projected demand now equates to a Small Neighbourhood Open Space (0.5-0.99 hectares) within convenient walking distance, with the ability to provide multiple functions. In her opinion, with higher development densities comes greater reliance on public open space by residents and workers. This was also observed as a side effect of the COVID-19 pandemic. Another key benefit of additional public open space is the potential to help mitigate the 'heat island effect'.

Consequently, at a meeting of Council, it resolved to seek an additional requirement under DPO15 for the preparation of a Public Open Space Report demonstrating where and how open space could be increased as part of the Development Plan to meet demand associated with the development.

The Proponent did not oppose this requirement outright but suggested that it was preferable for the site to be subject to controls based in the Planning Scheme which have been independently verified as appropriate (if higher than the current 4.5 percent). It also referred to the lack of certainty in terms of what was intended as the outcome for this site as a consequence of the report, such as whether additional land or cash would need to be provided to meet projected demand.

Salta Properties submitted it would be appropriate for the land to contribute to public open space in line with current requirements in the Planning Scheme, but not for Council to mandate a greater contribution.

(iv) Discussion**Does DPO15 made appropriate provision for public open space?**

The site is in a location and of suitable scale to deliver a new parcel of public open space as well as associated connections such as a wide, strategically located north-south pedestrian and cycling link.

The Panel notes Ms Thompson's evidence that, at present, existing open space needs for the precinct are met by reference to qualitative criteria such as density, travel distance and an assessment of facilities offered. At the same time, it is clear from future housing and employment projections for this Precinct that demand will increase substantially with anticipated population growth.

Land is at a premium in this location, with very few undeveloped or underdeveloped sites. There is also likely to be a decrease in informal open space as sites in private ownership with a temporary, quasi open space function continue to be developed in line with zoning expectations.

Attachment 1 - Attachment 1:C223yara Panel Report

The Panel regards this as a key strategic issue for Council to address as one element of the maturation of this Precinct. Therefore, the preparation of a new Open Space Strategy and associated Planning Scheme amendments is timely. Importantly, this study will form a reasonable basis to reassess public open space contributions in terms of precinct wide demand, precinct wide availability and equitable precinct or municipal wide contributions.

The IFP depicts the new public open space area equivalent to 4.5 percent of the site area, which would meet the requirements of Clause 53.01 of the Planning Scheme.

In circumstances where strategic work is still underway to review the appropriateness of this contribution, the Panel is not persuaded that it would be equitable to require the Proponent to make a greater contribution at this point in time. It would, however, be reasonable to tie the provision of public open space for this site to the controls at the point at which the site is redeveloped, so that if the Planning Scheme rate was to increase, the Proponent would be liable for a higher contribution.

In terms of the quality of the proposed open space, it is identified in a part of the site that has good solar access and opportunities for synergies with land in the Victoria Gardens Shopping Centre or otherwise owned by Salta Properties. This meets clear policy and built form objectives, including those for the Doonside Precinct. It would also adjoin the double storey heritage building to be retained and restored to provide a suitable interface.

The Panel also anticipates that this public open space will be supplemented by communal open space for future residents (and potentially workers) throughout the site to improve amenity for future occupants. This is standard practice for the redevelopment of strategic sites.

Another positive element of the new public open space as identified in the IFP is its adjacency to a new nine metre wide pedestrian and cycle path to be provided on the land. Although this is principally intended to upgrade the local movement network through the Precinct, the Panel agrees with submissions for the Proponent that this presents opportunities for a wider, partly landscaped area that could appear and function as de facto open space subject to integrated design.

By contrast, the more flexible depiction of the new public open space area (potentially traversing either side of the pathway) as proposed in Ms Heggen's evidence is not supported. The Panel considers it is important to provide this space as a single consolidated element. Potentially bisecting this space could lead to poorer outcomes in terms of quality and functionality given its size, role and location.

Mr Gobbo QC on behalf of the Proponent drew the Panel's attention to photo montages for this space contained in the Tract report accompanying the Amendment request. An element that enhanced the presentation and opportunities for this space was the provision of canopy trees. One potential concern for the Panel is the impact of a potential basement underneath this reasonably constrained area of open space, since it is likely to limit opportunities for larger canopy tree planting.

Accordingly, the Panel recommends that the schedule reference an aspiration for deep planting opportunities for canopy trees within the new area of public open space by limiting basement incursion.

Attachment 1 - Attachment 1:C223yara Panel Report

Does Council's recommendation for a Public Open Space report warrant support?

The answer to this question is tied to the Panel's analysis above. Most commonly, these types of reports add value by determining whether there is a need for more public open space as a result of development, as is a trigger for its provision under the *Subdivision Act 1988*. In this instance, the Proponent has tacitly acknowledged the need for more public open space by agreeing to provide it on site.

While there may be scope to refine the anticipated demand for public open space as a result of the proposed redevelopment once more detailed development plans emerge, at this stage, the issue is how such a report could reasonably be acted on to achieve tangible and equitable outcomes.

For example, the Panel queried which provisions of draft DPO15 would give effect to the outcomes of such a report. Ms Lane on behalf of Council advised that there are no operative provisions, such as a requirement to enter into a section 173 agreement to contribute additional cash or land.

In the Panel's mind a real challenge emerges because even if the report was to indicate greater demand from the site than could be satisfied by the dedication of an area of 576sqm as proposed, what would come of this? As a matter of equity, the Panel regards the adoption and implementation of the new Open Space Strategy as the proper process for this to be explored on a municipal wide or precinct wide basis.

Likewise, if the report verified that there is a need for a higher order public open space for the Richmond North C precinct than originally anticipated, strategic decisions will need to be made by Council rather than by individual property owners how to secure and fund this.

Therefore, while it may not be overly onerous to require the preparation of a Public Open Space report, the Panel is not inclined to support this given its limited efficacy for the reasons outlined.

(v) Conclusions and recommendation

The Panel concludes:

- The strategic work being undertaken by Council to update its Public Open Space Strategy is relevant and important to the wellbeing of the community. However, it is not equitable to seek a higher proportion than that currently contained in the Planning Scheme on an individual site basis until this strategic work has concluded and been implemented.
- The Proponent should be required to contribute open space to the value of the Planning Scheme requirement in force at the time permission is sought to subdivide the land.
- The proposal to provide a 576sqm public open space area fronting Doonside Street as depicted on the exhibited Indicative Framework Plan is supported as meeting the current requirements of the Planning Scheme and would provide scope for a functional place of retreat or passive recreation.

The Panel recommends:

Attachment 1 - Attachment 1:C223yara Panel Report

3. **Amend Schedule 15 to the Development Plan Overlay to confirm that opportunities for deep soil canopy tree planting should be provided within the new public open space area, free from basement incursion.**

4.2 Affordable housing

(i) The issues

The issue is whether suitable provision has been made for affordable housing within the Amendment.

(ii) Relevant policies, strategies and studies

There are numerous state and local policy objectives that seek to provide increased housing affordability, diversity and choice as summarised in Chapters 2.1 to 2.4.

Council adopted the Policy Guidance Note, *Affordable Housing Outcomes at Significant Redevelopments* (amended November 2018). The original version of this document sought a 5 percent contribution to affordable housing in conjunction with the rezoning of land that could sustain 50 or more dwellings.

Council's *Housing Strategy* seeks to encourage partnerships between housing providers and the development industry to provide more affordable housing to achieve diversity and choice, support for the economy and options for key workers. The Strategy recommends amendment to the Planning Scheme to enshrine a 10 percent contribution upon rezoning for major residential use in line with the amended Policy Guidance Note. This is intended to communicate consistent expectations rather than requiring re-negotiation on a site by site basis.

Council's submission also referred to the outcome of its negotiations (recorded in the Strategy) to achieve at least 10 percent of new apartments as affordable on the former GTV9 site in Richmond and up to 20 percent affordable housing on the Former Gasworks site in Fitzroy North.

On 12 November 2019, Council adopted the Social and Affordable Housing Strategy. Relevant strategies include Direction 1.1.1 confirming that *"when land is rezoned to allow residential use, this positively impacts the site value and Council considers that it is reasonable to capture some of this value and direct it towards improving the provision of affordable housing in the municipality."* The commitment to a minimum 10 percent contribution was reaffirmed in that strategy, as well as the use of the Development Plan Overlay or section 173 agreement to reflect affordable housing agreements. At that time, Council also effected a change to its Policy Guidance Note to seek a 10 percent contribution for significant development sites.

One condition of Ministerial authorisation of the Amendment included the preparation of a Housing Diversity and Adaptability Report (Stage 1) which was prepared by Affordable Development Outcomes²⁹ on behalf of the Proponent and submitted to Council. It included consultation with three Registered Housing Agencies and consideration of potential affordable housing models for the redevelopment of the land. These focused on affordable rental housing and affordable home ownership (through either shared equity or market sales).

²⁹ Document 11.

Attachment 1 - Attachment 1:C223yara Panel Report

It foreshadowed more detailed analysis in a Stage 2 report in conjunction with work on the Development Plan; considering demand, pricing and partnership or similar opportunities at that time.

(iii) Evidence and submissions

The Proponent submitted that its commitment to provide 10 percent of the total number of dwellings on the land as affordable housing represents a significant community benefit.

Salta Properties sought clarification from the parties that the Proponent had in effect 'volunteered' a 10 percent affordable housing contribution, rather than this being the minimum Council would have been prepared to accept for new development in the municipality (as an effectively mandatory contribution). This was confirmed on the basis of the current voluntary status of affordable housing contributions in Victoria.

DPO15 proposes to require the preparation of a Stage 2 Housing Diversity and Adaptability Report including proposed site demographics, the model (or models) of affordable housing proposed to achieve the 10 percent contribution and a response to housing needs over the lifetime of future residents. The Stage 1 report indicates that particular consideration will be given in Stage 2 to dwelling size, accessibility, environmental initiatives to reduce living costs and on site services to support different households. It will also involve comprehensive engagement with Registered Housing Agencies on the delivery models.

The DPO schedule as drafted would require the Proponent to enter into an agreement for purchase or management of affordable housing by a Registered Housing Association or Not-for-Profit body to the satisfaction of the Responsible Authority.

(iv) Discussion

The Panel supports the strong policy emphasis on the provision of affordable housing, recognising the current challenges for housing in Victoria, especially in inner Melbourne. The application of this policy to the redevelopment of well located strategic sites is especially important to the achievement of 'critical mass' and the development of integrated communities.

Therefore, the Panel commends the Proponent on committing to providing 10 percent of the total number of dwellings to be provided as affordable housing. This will meet a demonstrated community need in a well serviced location and will provide numerous community benefits, especially if suitably integrated within a range of housing types to be offered on this site.

More work will be needed to refine the nature of the offer through the Stage 2 Housing Diversity and Adaptability Report. As part of this work, the Proponent is encouraged to explore practical options for partnerships in the provision of this housing on this site as a long term proposition once more detailed plans for development emerge. The Panel notes and supports the deliberate flexibility provided for delivery mechanisms sought by the Proponent (as documented in the Stage 1 report), conscious that these continue to be revisited and refined in the marketplace.

While the aspirations of DPO15 to require an agreement to be entered into with a Registered Housing Association or Not-for-Profit to the satisfaction of the Responsible Authority is one

Attachment 1 - Attachment 1:C223yara Panel Report

way of achieving affordable housing, the Panel is concerned that these types of agreements tend to take the form of a Memorandum of Understanding or similar.

The Panel supports the requirement for an agreement to be entered into under section 173 of the Act to give effect to the affordable housing commitment. When drafted, the agreement should also give consideration to how the Affordability criteria in the Act and associated Notices and Orders in Council can be met to ensure that the housing will cater for very low, low or moderate income earners on an ongoing basis.

The Panel accepts the Proponent's suggested timing for this agreement between the time a planning permit has been issued and plans are endorsed under that permit. This will enable the detail of the housing offer to be better understood.

(v) Conclusion

The Panel concludes:

- The Proponent's commitment to provide 10 percent of the number of new dwellings on the land as affordable housing will result in important community benefits in line with policy.
- The requirement for a section 173 agreement is appropriate as the mechanism for securing the commitment to delivering the affordable housing contribution.

Attachment 1 - Attachment 1:C223yara Panel Report

5 Response to submissions

5.1 Parking and public transport demand

(i) The issues

The issues are:

- how should demands on public transport be addressed?
- has DPO15 made suitable provision for onsite parking at this stage of proposed redevelopment?
- what would be required before a planning permit is granted?

(ii) Relevant policies, strategies and studies

State and local planning policies emphasise the need for development to promote sustainable modes of transport and reduce reliance on private vehicles. There are many obvious advantages of this approach, including environmental sustainability; especially in an inner city environment with constrained capacity.

The subject land is not currently within an area subject to the Parking Overlay where onsite parking numbers are restricted. The starting point for the provision of onsite parking is therefore the rates in Clause 52.06 of the Planning Scheme. The site is located within the Principal Public Transport Network and Column B rates apply.

(iii) Evidence and submissions

Traffic engineering reports prepared on behalf of the Proponent suggested car parking rates for onsite parking in conjunction with the redevelopment of the land. These were below the rates in Clause 52.06-5 of the Planning Scheme that form the current benchmark for different types of land use.

Numerous submitters explained that there is parking congestion in the immediate area with inadequate supply to meet demand. In this setting, they opposed the suggestion that lower parking rates should be contemplated for future uses on this land. In summary, Ms Dunstan and Ms Marshall, independent traffic engineering experts for Council and the Proponent respectively, strongly supported a reduction in the rate of car parking for this site compared with the Planning Scheme rate, with higher numbers of bicycle parking spaces than required. They noted there is no requirement for visitor parking for dwellings in this location given its inclusion in the Principal Public Transport Network and at this stage, none would be provided. Likewise, there is no expectation for onsite visitor parking for retail tenancies consistent with current practice in Major Activity Centres. This was supported by both expert witnesses.

The acceptability of no visitor parking and lower rates of parking was principally founded on the basis of car ownership and ABS statistics, the location close to services and facilities, highly controlled parking restrictions in surrounding streets, the integrated network of public transport plus sustainability policies discouraging car dependence.³⁰ The proposed rates were also compared against other current approvals granted by Council.

³⁰ This was thought to be supported by on street parking restrictions in the local area.

Attachment 1 - Attachment 1:C223yara Panel Report

Both experts confirmed that the rates for parking provision should be conclusively determined at the stage a planning permit is sought for a particular use or development, not at the Development Plan Stage. Likewise, both experts supported a requirement for a Green Travel Plan being included in DPO15.

Some submitters also raised issues with infrastructure capacity to support the redevelopment of the land, including public transport infrastructure.

Mr and Ms Carrington highlighted challenges involved with transport given COVID-19 and the emerging (at least short term) level of heightened interest in car ownership given perceived safety issues associated with public transport.

(iv) Discussion

Parking rates for future development

The Panel agrees with the expert witnesses that the rates to be adopted for future land use on this site should be considered at the stage a planning permit application is sought, consistent with the Development Plan. That is the stage when likely demands can be best assessed and capacity for shared use of on site spaces and other initiatives can be explored in detail.³¹ The provision and management of parking is a matter that will need to be to the satisfaction of Council as the Responsible Authority and will be suitably controlled by permit conditions.

That said, the Panel considers it useful to include expert assessment of likely demand as part of the publicly exhibited material supporting the Amendment to consider public comment.

The Panel agrees that there are a range of contextual and policy reasons that support a reduced rate of car parking for this proposal compared with the statutory rate in the Planning Scheme. Having found that car parking rates should be determined at the stage of a planning permit (with no direct reference to these rates in the Development Plan Overlay), the Panel does not make any specific comment about the rates proposed to be adopted or the relatively minor discrepancies in the figures proposed by each expert.

The Panel is conscious that Council is the relevant road authority for the local street network and VicRoads has responsibility for managing Burnley Street conditions. It was suggested in submissions that there is scope for improved regulation of on-street parking in this area to better manage this resource. The Panel considers that these are options for the relevant authorities but notes the recommendations of both traffic experts that these parking controls should be revisited, especially along both site frontages.

Public transport capacity

It may be difficult for some to foresee a full return to public transport post COVID-19 since necessity and public confidence are just two inputs. However, in the medium to long term, it is unfeasible to turn back years of strategic planning seeking to reduce private vehicle use in designated Major Activity Centres such as this.

³¹ For example, Ms Dunstan was satisfied with the rate of parking for the retail component on the basis that each retail offering would be limited in area or that large restricted retail premises may require more customer parking. If assumptions about the potential land use changed, reassessment may be warranted.

Attachment 1 - Attachment 1:C223yara Panel Report

The fact is that the subject land is strategically located close to a wide range of services and facilities, including those proximate in the Melbourne CBD. It also has nearby access to a range of public transport options.

The Panel acknowledges the fact that the current frequency or capacity of these public transport options is a concern to some local residents as expressed in submissions. However, the Panel agrees with the traffic experts, Council and the Proponent that this is a systemic issue for state public transport authorities, to be addressed on a precinct wide basis. It is not reasonable to expect broader decisions to be made consequential upon redevelopment of a site of this scale unless they are otherwise warranted.

More particularly, it is not reasonable to curtail the development of this site contingent upon potential upgrades to existing public transport infrastructure, especially where there is no empirical evidence that increased demand could not be accommodated.

(v) Conclusions

The Panel concludes:

- The Panel notes and accepts the general consensus between traffic engineering experts called by the parties that it is appropriate to reduce the standard rates for on site parking for this site and that the time to assess actual parking provision is at the stage a planning permit is applied for.
- The Panel is not persuaded that local residents' perceptions of a lack of capacity in the local public transport network should influence the direction of this Amendment or curtail the development potential of the land. Any concerns would need to be addressed on a precinct wide basis rather than on an individual site basis.

5.2 Impacts on land values

(i) The issue

The issue is whether claimed reductions in land value are relevant considerations for this Amendment.

(ii) Submissions

A relatively large number of local submitters suggested that they would suffer decreases in the value of their properties if the land was redeveloped in line with the IFP.

Council submitted that this was not a factor that should weigh against the Amendment in any form. It referred to a selection of cases of the Victorian Civil and Administrative Tribunal and reports from Planning Panels Victoria that confirmed that private economic considerations are not generally relevant matters when assessing a planning scheme amendment.³² Although the Act refers to considerations of economic development, it submitted that this reference is directed towards public or community benefits or disbenefits.

Council also emphasised the substantial capacity for net community benefit as a result of the Amendment overall including:

³² Including *Dustday Investments Pty Ltd v Minister for Planning* [2015] VSC 101, where the Supreme Court reviewed the analysis of the Panel in its report for Amendment C207 to the Melbourne Planning Scheme.

Attachment 1 - Attachment 1:C223yara Panel Report

- the provision of 10 percent affordable housing
- the creation of new public open space and pedestrian and cycling links
- a minimum 9,000sqm gross floor area provision of employment generating uses and increased activity consistent with policies for the Precinct, as outlined in the economic report accompanying the Amendment (prepared by Deep End Services)³³
- built form controls to protect reasonable residential amenity
- adaptive re-use of heritage buildings including their conservation.

(iii) Discussion

The Panel agrees with the Responsible Authority's assessment that potential effects on private land values in the area should not affect its consideration of the Amendment. These are not the type of economic considerations referred to in the Planning Scheme or legislation as significant.

In any case, alleged depreciation of private properties has not been demonstrated with any specificity; let alone through tested evidence. To the extent that residents may perceive devaluation from a reduction in city views from an interrupting building, this is addressed further below.

Land values can potentially be impacted by a wide range of factors including timing. In the Panel's experience, the enhancement of a mixed use offer within a Major Activity Centre has the potential to increase the vibrancy and desirability of nearby housing stock. In terms of the development of the land, a key purpose of the Amendment is to establish suitable parameters for future built form that will respond to the existing and emerging setting of the land.

In terms of the rezoning, there is also a potential for uplift in amenity and services for nearby residential properties if the land was rezoned from Industrial to Mixed Use.

(iv) Conclusions

The Panel concludes:

- Claimed reductions in the value of privately held property are not relevant considerations for this Amendment.
- No evidence was presented about the impacts of the redevelopment of the subject land on nearby properties. It is also conceivable that surrounding land values may increase once the site and nearby land is redeveloped to their full potential.
- There is substantial capacity for net community benefit through the rezoning and redevelopment of the land subject to appropriate controls.

5.3 Impacts on amenity and views

(i) The issue

Key issues are:

- whether the Amendment has given due regard to the need to maintain a reasonable level of residential amenity for nearby residents, including protection of private open space from overshadowing

³³ Summarised in Council's Part A submission, paragraph 40.

Attachment 1 - Attachment 1:C223yara Panel Report

- whether the Amendment needs to have regard to potential impacts on existing views from private property.

(ii) Evidence and submissions

Some residential submitters in Appleton Street were concerned about potential overshadowing impacts on their properties, especially on private open space areas within their front setbacks.

Council explained the built form guidelines in DPO15 had been formulated to ensure that podium level buildings fronting Appleton Street would be limited in height to ensure no overshadowing of these spaces between 10am and 2pm at the equinox. It pointed out that the equinox was the proper measure for analysis under the Planning Scheme.

Council also pointed to a suite of provisions in DPO15 targeted to limit effects on amenity of nearby properties, such as those seeking to moderate the effects of walls to side or rear residential boundaries by increased setbacks and other measures to reduce overshadowing and visual bulk.

Other submissions raised concerns about the potential for overlooking such as into apartments or balconies of the Embassy Apartment complex or rear yards of properties in Appleton Street.

Council highlighted the application of Clause 58 (Better Apartment Design Standards) to the ultimate redevelopment of this land which contained a number of objectives pertaining to building setbacks and internal views. Council also identified the preferred 9 metre separation between upper levels of new buildings on the land as would be enshrined in DPO15.

In respect of Appleton Street properties, Council accepted Mr McGauran's conclusion in evidence that submitters' concerns about overlooking cannot be sustained due to upper level setbacks, intervening distance, fences and vegetation.

Another issue raised by submitters was the potential for development on the land to block existing views, such as towards the city from the Embassy apartments. It was considered that this would detract from the reason many of these residents had purchased their particular apartments.

(iii) Discussion

The Amendment does not have the potential to impact on views that are valued and protected by the Planning Scheme. To the extent that some local residents currently enjoy particular views (such as towards the city), these views are no doubt valued but also fortuitous. It is clear that the site hosts far greater potential for taller buildings than at present. It is probable that new buildings on the land may affect some of these views. However, in the Panel's view, it is not reasonable to constrain development on this site to avoid such an outcome.

Instead, it is important to ensure that new development on the land will reasonably protect residential amenity of nearby properties. This would be achieved by suitable setbacks, heights and other Built Form Guidelines as specified in DPO15 and reinforced by the vision of the schedule.

One key element of site planning for the redevelopment of this land is the intention to create a 9 metre separation between the upper levels of new buildings (above podium level). This

Attachment 1 - Attachment 1:C223yara Panel Report

will be an important way to achieve views and daylight through the site and to reduce the perceived scale of building forms. If managed carefully, this may have the potential to preserve some outlooks from adjoining land or to create new viewlines.

(iv) Conclusions

The Panel concludes:

- While private views from nearby residential properties are valued, they are not views that are protected by the Planning Scheme.
- Given separation distances and the provisions of Clause 58, there are suitable parameters in place to maintain a reasonable level of amenity for nearby residents and to protect private open space from unreasonable overshadowing.
- The recommended 9 metre separation between upper levels of building forms on the subject land is an important component of ensuring spacing between buildings and visual permeability through the site.

5.4 Submission by Salta Properties Pty Ltd

(i) The issues

The issues are:

- whether the Amendment has had suitable regard to the operations of the Victoria Gardens Shopping Centre, associated land and its future capacity for redevelopment
- has sufficient guidance been provided by draft DPO15 for the location future north-south pedestrian and cycling link?

(ii) Evidence and submissions

As mentioned, Salta Properties and associated companies own the Victoria Gardens Shopping Centre, vacant and other surrounding land³⁴ within the Comprehensive Development Zone (Schedule 1) and properties opposite the subject land north of Doonside Street within the Mixed Use Zone. It was principally concerned to ensure that development of the subject land is consistent with the current and future development of its land. It supported the rezoning of the land and introduction of the Design and Development Overlay subject to refinement.

As mentioned above, Salta Properties considered there was scope for taller built form on the northern and central parts of the subject land compared with preferred maximum heights identified in the exhibited IFP. The Panel has responded to this suggestion in Chapter 3.1 above.

Salta Properties particularly wanted to ensure its ability to continue to load and unload via David Street would not be compromised by the redevelopment of the subject land. It proposed a requirement for consultation with it in respect of various provisions of DPO15, particularly in assessing existing conditions and proposed road upgrades.

It also emphasised the need for certainty in the location and dimensions of the proposed pedestrian and cycling link on the subject land, recognising a strategic intent for this to continue on a northbound alignment through its land in line with local policy at Clause 22.11-

³⁴ The Panel was provided with an update on the progress of development permission sought for some of these properties in Documents 70a-73.

Attachment 1 - Attachment 1:C223yara Panel Report

3 and associated reference documents. For this reason, it preferred the depiction of this element in the exhibited IFP compared with the more flexible approach proposed by Ms Heggen.

Salta Properties sought refinement of the wording in DPO15 to clarify that new residential development on the subject land must attenuate against noise from surrounding industrial and commercial land use so these uses would not be compromised over time.

(iii) Discussion

Salta Properties is a key landowner in the precinct with a direct interest in maintaining the use and development capacity of the Activity Centre. Its concerns to protect future opportunities, including the ongoing operation of existing businesses, are reasonable.

Appropriate wording has been refined to ensure suitable noise attenuation for new residential properties on the land, recognising the mixed use activity centre context.

The Panel supports the use of Doonside Street for primary access for the subject land, subject to the need to ensure the ongoing functionality of this street as a loading route for the Victoria Gardens Shopping Centre. The revised wording of DPO15 also reflects a commitment by the Proponent to consult with this key stakeholder as agreed.

It is therefore reasonable to include the traffic demands of this land in traffic assessments for the subject land and to have regard to cumulative impacts when determining the need for road infrastructure upgrades.

Likewise, the Panel supports greater specificity about the location of the north-south pedestrian and cycling link, with a view to this extending into the Salta Properties landholding in future.

(iv) Conclusions

The Panel concludes:

- The Amendment has had suitable regard to the potential redevelopment of nearby land, including that owned by Salta Properties. Suitable consideration will be given to avoid compromising the ability for retail or commercial tenancies to load and unload via David Street.
- The exhibited Indicative Framework Plan provides sufficient certainty at this point in the planning process as to the preferred location of the new north-south pedestrian and cycling link on the land to enable Salta Properties to plan an integrated future upgrade.

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

Appendix A Panel preferred version of the Development Plan Overlay Schedule 15

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

C223yara **SCHEDULE 15 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO15****81-95 BURNLEY STREET AND 26-34 DOONSIDE STREET, RICHMOND****1.0 Objectives**

C223yara None specified.

2.0 Requirement before a permit is granted

C223yara A permit may be granted for the following before a development plan has been approved:

- Buildings or works necessary for existing businesses or uses to continue.
- Consolidation or subdivision.
- Removal or creation of easements or restrictions.
- Demolition or removal of buildings.
- The construction or carrying out of minor buildings or works, including site preparation.
- Buildings and works associated with or for the purpose of obtaining a certificate or statement of environmental audit under the *Environment Protection Act 1970*, or environmental matters pursuant to any successor legislation, including the *Environment Protection Amendment Act 2018*, where these works do not prejudice the preparation and approval of the Development Plan and the vision for the land set out in this overlay.

Before granting a permit the Responsible Authority must be satisfied that the permit will not prejudice the future use and development of the land and will not compromise the vision for the site as set out in this schedule.

2.1 Section 173 Agreement to provide for affordable housing

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987* which requires that the owner must facilitate the provision of 10 percent of the total number of dwellings (being the total number of dwellings provided within the DPO15 area) as affordable housing by:

- Entering into an arrangement with a Registered Agency under the *Housing Act 1983* for the provision of the affordable housing within the DPO15 area to a Registered Agency; and/or
- Making other arrangements for the provision of affordable housing in conjunction with a Not for Profit (registered with the Australian Charities and Not-for-profits Commission) to the satisfaction of the Responsible Authority; and/or
- Making other arrangements for the provision of Affordable Housing as defined at Section 3AA of the *Planning and Environment Act 1987*, to the satisfaction of the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into ~~prior to once~~ a planning permit ~~being has been~~ issued ~~but prior to the endorsement of plans~~ in accordance with the approved Development Plan

2.2 Section 173 Agreement to provide for public infrastructure

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987* for the provision of ~~or a proportionate contribution to~~ the following items of public infrastructure in accordance with the Public Realm Plan prepared and approved in accordance with this schedule. The

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Commented [A1]: As preferred by the Proponent – this will facilitate more detailed provisions in the section 173 agreement

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

works may include but are not limited to:

- Streetscape and public realm improvements to Doonside Street;
- Streetscape and public realm improvements to Appleton Street; and
- A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street ~~at the approximate mid-point of the Site~~, generally in accordance with the *Indicative Framework Plan* at Figure 1.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into once a planning permit has been issued but prior to the endorsement of plans in accordance with the approved Development ~~Plan~~.

2.3 Section 173 Agreement for Traffic Impact Assessment Report works

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with VicRoads and the Responsible Authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Traffic Impact Assessment Report prepared and approved in accordance with this schedule. The works may include but are not limited to:

- mitigating works required for each development stage in the Development Plan; and
- a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street ~~if required, approved by VicRoads in consultation with the Responsible Authority; and~~
- ~~a new intersection, if required, approved by VicRoads in consultation with the Responsible Authority.~~

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into once a planning permit has been issued but prior to the endorsement of plans in accordance with the approved Development Plan.

2.4 Section 173 Agreement for Heritage Conservation Places within the Site

~~The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 providing for the conservation of heritage places within the site. The Section 173 Agreement must provide that the owner must engage a suitably qualified person to:~~

- ~~prepare a schedule of conservation works for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street, including time frames for each action to the responsible authority's satisfaction;~~
- ~~undertake archival recordings of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street) to the responsible authority's satisfaction prior to any demolition on the site; and~~
- ~~prepare a heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the responsible authority's satisfaction~~

Commented [A2]: This has not been amended to specifically reference the endorsement of plans 'under the permit' as suggested by the Proponent for completeness as the term *endorsement* is already understood as referable to such plans; as distinct from the *approval* of a Development Plan as this term is used in the parent overlay.

Commented [A3]: Splitting this in two suggests that there may be other new intersection works aside from in this location.

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

3.0 Conditions and requirements for permits

C223yara

3.1 Permit requirements

Except for a permit granted in accordance with Clause 1.0 of this Schedule, a permit must contain conditions that give effect to the provisions and requirements of the approved development plan.

3.2 Heritage Impact Statement

A permit application must include, where relevant:

- A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place ~~and the context and setting of heritage places in the vicinity of the site~~.
- A sightline analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on ~~the~~ heritage places ~~within the site~~.

3.3 Heritage Conservation

A planning permit granted for the development of parts of the site within the Heritage Overlay must contain conditions requiring the permit holder to:

- Engage a suitably qualified person to:
 - prepare a schedule of conservation works for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street, including timeframes for each action to the Responsible Authority's satisfaction;
 - undertake archival recordings of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street) to the responsible authority's satisfaction prior to any demolition on the site; and
 - prepare a heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the Responsible Authority's satisfaction.
- Require the permit holder to implement the conservation works and heritage management plan to the satisfaction of the Responsible Authority within the timeframes provided.

Commented [A4]: Same content but moved

3.3.4 Traffic Impact Assessment Report (TIAR)

A permit application must include a Traffic Impact Assessment Report (TIAR) prepared by a suitably qualified traffic engineer in consultation with the owners of the Victoria Gardens Shopping Centre. The TIAR must include all of the matters dealt with in the Traffic Works Assessment, as set out in 4.2 of this DPO, and include:

- Details of the proposed car parking and bicycle parking provision and anticipated traffic generation of the proposal the subject of the permit application.
- An assessment of the capacity of the existing road network to accommodate anticipated traffic generation.
- Any mitigation works necessary to accommodate the anticipated traffic generation.

Commented [A5]: Suggested by Salta Properties Pty Ltd and accepted by the Proponent. The Panel considers the requirement to consult with the owner of the centre as acceptable although not necessary.

3.4.3.5 Green Travel Plan

A permit application must include a Green Travel Plan that demonstrates that the development supports sustainable transport alternatives to the motor car, provides on-site car share spaces and considers the opportunity for bicycle parking and storage facilities. The Green Travel Plan must be prepared to the satisfaction of the Responsible Authority by a qualified traffic engineer.

Page 63 of 77

Attachment 1 - Attachment 1:C223yara Panel Report

4.0 Requirements for development plan

C223yara

A development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the Responsible Authority.

A development plan must be approved for the whole site, however the land may be developed in stages.

The development plan must include the following sections, all prepared to the satisfaction of the Responsible Authority:

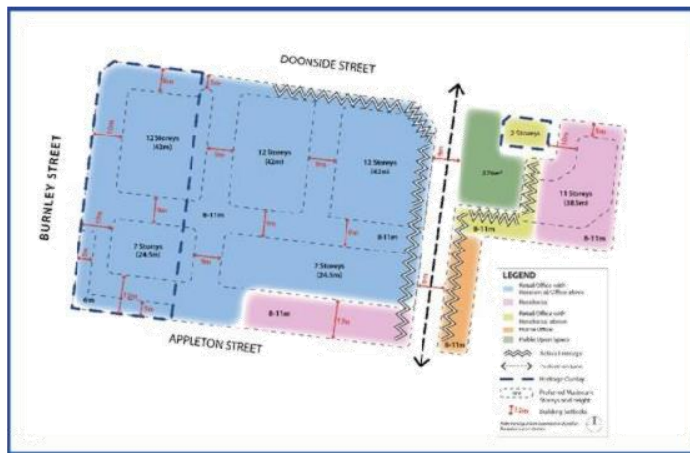
4.1 Development Plan Vision

- To become a sustainable, mixed-use residential community, supported by convenience retailing services, community facilities, and employment opportunities complementing the role of the Victoria Street Activity Centre.
- To recognise the opportunity of the site's activity centre context, whilst respecting the low rise residential development to the south.
- To protect the reasonable amenity of residential properties on the south side of Appleton Street and to the east of the subject site.
- To provide improvements to the public domain, including pedestrian friendly environments along all street frontages, the provision of public open space and a pedestrian laneway.
- To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.
- To respect the scale and form of heritage places within and adjacent to the site.
- To provide for the conservation of heritage places within the site.
- To ensure that new development mitigates any adverse impact it may generate upon local traffic conditions.
- To ensure that the primary responsibility for noise attenuation rests with the agent of change.
- To ensure that the primary responsibility for noise attenuation rests with the agent of change.
- To ensure new development, does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.
- To provide for the sensitive adaptive re-use of heritage buildings in accordance with the Comprehensive Heritage Analysis referred to in Clause 4.2—Indicative Framework Plan and informed by a comprehensive heritage analysis prepared for the site by a suitably qualified professional that:
 - articulates the significance of the heritage place, its component parts and its setting;
 - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
 - establishes principles for managing the significance of the heritage place and its relationship with its surroundings

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

Figure 1: Indicative Framework Plan



4.2 Components of the Development Plan

SITE AND CONTEXT INFORMATION

A site analysis that identifies:

- the key attributes of the land and its context;
- existing or proposed uses on adjoining land;
- other neighbourhood features such as public transport, activity centres, walking and cycling connections; and
- important views to be considered and protected, including views of existing heritage buildings.

CONCEPT PLANS

Concept plans must include:

- An indication of the approximate residential yield for the site;
- An indication of the expected use of each building and estimated floor area for each use, including any commercial or retail yield;
- At least 9,000m² of Gross Floor Area provided for employment generating activities;
- An indication of the location and approximate commercial and retail yield for the site;
- A north south pedestrian lane :
 - with a minimum width of 9 metres;
 - that provides safe and pleasant pedestrian and cycling access between Doonside Street and Appleton Street;
 - that receives sunlight between 10am and 2pm at the equinox;
 - that remains publicly accessible to pedestrians at all times; and that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

services).

- The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian lane (or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision). The plan must show the area of public open space in square metres and its percentage of overall site area; and
- Indicative vehicular, pedestrian, cyclist and loading access points and connections.
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.

BUILT FORM GUIDELINES

Built form guidelines to assist the implementation of the Vision which provide the following:

- Preferred maximum building heights and envelopes responding to the site context;
- Building setbacks from street boundaries that ensure that future development does not overwhelm the scale of the heritage buildings on the site and presents acceptably to lower scale buildings or on-heritage places in the vicinity of the site, including dwellings on the south side of Appleton Street
- Building setbacks from the facades of 81-95 Burnley Street that ensure the heritage building can be understood as having a three dimensional form;
- Preferred minimum upper level (above podium) setbacks of:
 - 13 metres from the Appleton Street site boundary.
 - 8.10 metres from the Burnley Street site boundary.
 - 8 and 5 metres from the Doonside Street site boundary.
 - 9m from habitable room windows or balconies of the Embassy building directly to the east and south.
- Ensure new buildings are well spaced (preferred minimum of 9 metres between buildings above podium);
- Buildings set back a minimum of 8.10 metres (above podium) from the heritage building at 26-34 Doonside Street;
- Inter-floor heights within the heritage buildings on the site which do not cut across existing door and window openings;
- Ensure the retention of key heritage fabric of:
 - the Appleton Street, Burnley Street and Doonside Street elevations of 81-95 Burnley Street (former Repco Factory) for the extent of the building within in heritage overlay; and
 - external form of 26 Doonside Street (former Repco Offices and Laboratories), while allowing adaptive reuse.
- Active frontages to Burnley Street, Doonside Street, open space and the pedestrian lane, as appropriate;
- Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;
- Shadow diagrams that demonstrate:
 - no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox.

Commented [A6]: This would contemplate the provision of additional openings as suggested by the Proponent. It would also put the retention of heritage fabric back into the context of the sensitive redevelopment of the site.

Commented [A7]: These are better expressed as Supplementary Documentation since they are not in the form of guidelines. They have been moved below.

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

- ~~— no overshadowing of the footpath on the western side of Bumley Street from 11 am at the September Equinox.~~
- ~~— at least 65% of the proposed park has access to sunlight at all times between the hours of 10am and 2pm at the September Equinox excluding the area of park overshadowed by the existing heritage building at 26 Doonside Street, Richmond.~~
- ~~— no unreasonable overshadowing of Doonside Street public open space area.~~
- ~~Indicative palette of building materials and architectural treatments throughout the site.~~ The design and use of materials should respond to the industrial heritage of the site, as well as presenting respectfully to the residential heritage to the south.
- Provide for high quality architecture and spaces throughout the site and respond to heritage places through, as appropriate:
 - ~~– Create an interesting and varied street wall and podium which is reinforced through the contemporary use of common typical historic industrial materials;~~ a range of parapet heights and rebates of sufficient depth and texture to provide modulation in the street facade.
 - ~~– Create an interesting and varied street walls and podiums which is responsive to the industrial presentation and traditions of the site industrial history, character and past uses to the heritage building.~~
 - ~~Use~~ contemporary architectural detail which complements and responds to the **significant elements of the heritage buildings**
 - ~~a~~ Avoid highly articulated facades above retained heritage buildings,
 - ~~e~~ Ensure there is solid built form behind retained facades and avoid balconies behind existing openings.
 - Provide high quality treatments to the building facades facing the pedestrian lane and streets.
- Ensure car parking is screened by buildings and not clearly visible from the street, or otherwise located in basement areas;
- ~~Provide guidelines to~~ Ensure buildings are designed to ameliorate adverse wind conditions at street level, public spaces and lower level dwellings;
- Ensure buildings are designed along Appleton St to break up the form of the street wall.
- Minimise vehicle access and traffic movements in Appleton Street.
- Ensure buildings are designed and spaced to create a visually interesting skyline, streetscape and coherent precinct.
- Ensure that site services and loading areas are carefully designed to minimise impacts on streetscapes, shared spaces and pedestrian footpaths and laneways.
- ~~Access to the ground level of the south and eastern interfaces of the park to occur in minimum 4m wide circulation zone in addition to the park~~
- Buildings designed to ensure the effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial, industrial and warehouse businesses.
- ~~Minimise the potential impacts of existing nearby commercial, industrial and warehouse businesses (including noise, light, odour and 24 hour traffic movements), in the design and construction of buildings.~~
- To encourage sustainable transport initiatives.

Commented [A8]: This has been reinstated because it is not expected that all elements of the significant buildings should guide the built form response (i.e. there may be a high proportion of non significant fabric).

Commented [A9]: The Panel accepts the Proponent's submission that the adequacy of spacing across the site and the interface with open space will be assessed qualitatively in approving development proposals. It is not necessary to prescribe additional dimensions for circulation areas as proposed by Mr McGauran.

Commented [A10]: This substantially duplicates the guideline above.

Page 67 of 77

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

SUPPLEMENTARY DOCUMENTATION

- Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;
- Shadow diagrams that demonstrate:
 - no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox;
 - no overshadowing of the footpath on the western side of Bumley Street from 11 am at the September Equinox;
 - appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September Equinox to provide a reasonable standard of amenity and useability as a principally passive open space;
- Indicative palette of building materials and architectural treatments throughout the site.

Commented [A11]: This has been moved from Built Form Guidelines

Commented [A12]: This was accepted by Council and the Proponent. Mr McGauran considered 10am was the relevant starting time. The Panel does not accept this as necessary for this particular setting as discussed in Chapter 3.4.

Commented [A13]: In the Panel's view it is difficult to be definitive about a reasonable proportion of sunlight at this stage in the absence of design and an understanding of built form and landscape interfaces within the site. However, it is possible to outline the likely use of the space and broad expectations.

OPEN SPACE AND LANDSCAPE

~~A Public Open Space Report must be prepared by a suitably qualified expert that demonstrates where and how open space can be increased to meet the demand associated with the development, as part of the development plan to the satisfaction of the Responsible Authority.~~

A Landscape Concept Plan must be prepared that provides:

- Indicative dimensions of open space in all parts of the site ~~of at~~ ground level to the satisfaction of the Responsible Authority;
- An overall landscape masterplan for the site that includes landscape concepts for proposed open space and improvements along Appleton Street and Doonside Street;
- Deep planting opportunities for canopy trees within the proposed public open space, free from basement incursion;
- A written description of the management of the open space, pedestrian lane and other landscaped areas, including sustainable irrigation principles such as water sensitive urban design opportunities; and
- Details of how the Landscape Concept Plan responds to any requirements of the site remediation strategy for the land.

Commented [A14]: The Panel considers it is more pertinent to consider all key areas of open space including communal open space requiring landscaping above ground level

PUBLIC REALM PLAN

A Public Realm Plan must be prepared to the satisfaction of the Responsible Authority. The Public Realm Plan must detail how the development will contribute towards improving the public realm adjacent to the site and provide the following information:

- Principles for how future development will contribute to improving the public realm and promoting inviting, pedestrian-friendly public spaces.
- Indicative locations of public realm infrastructure works such as footpaths, bike paths, street lighting and furniture, and street trees, including:
 - Streetscape and public realm improvements to Doonside Street;
 - Streetscape and public realm improvements to Appleton Street; and
 - A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street ~~at the approximate mid-point of the Site,~~ generally in accordance with the *Indicative Framework Plan* at Figure 1.

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

HOUSING DIVERSITY REPORT

A Housing Diversity and Adaptability Report must be prepared to the satisfaction of the Responsible Authority which provides the following information:

- A demographic analysis of the types of people and households anticipated to live within the development based on the proposed dwelling design and bedroom mix.
- The model(s) to provide 10% of the ~~overall housing stock-total number of dwellings~~ as affordable housing
- Demonstrate how the development plan responds to the particular housing needs of future residents across their lifetime.

ECONOMIC ASSESSMENT

~~An economic assessment must be prepared which identifies, as appropriate, viable employment generating uses for the site.~~

TRANSPORT ASSESSMENT

A Traffic Works Assessment (TWA) prepared by a suitably qualified traffic engineer to the satisfaction of the Responsible Authority and Vic-Roads. The Traffic Works Assessment must include ~~and demonstrate the following:~~

- An existing conditions assessment, including existing and approved vehicle and loading access arrangements ~~in David Street via access from Doonside Street~~ associated with the Victoria Gardens Shopping Centre ~~with capacity to interact with traffic from the development.~~
- Details of any development staging.
- [Consultation with the owner of the Victoria Gardens Shopping Centre](#)
- A site layout plan showing convenient and safe primary vehicle access, including:
 - Primary vehicle access to and from Doonside Street;
 - Any vehicle access to Appleton Street to be a secondary access point;
 - No direct vehicle access to or from the site via Burnley Street.
- Details regarding the indicative layout and function of any internal street or laneway network and
- ~~On~~ site car parking and bicycle parking provisions and allocations.
- Expected traffic volumes and impact on the existing road network, including but not necessarily limited to Doonside Street, Appleton Street and Burnley Street. This assessment is to include details of any assumptions relied upon.
- The (TWA) is to include consideration of any development stages and approved/current development applications within the immediate area surrounding the site. The assessment is to:
 - identify mitigating works required for each development stage in the Development Plan
 - assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection to the satisfaction of VicRoads
 - identify a new intersection layout and operation, if required, approved by VicRoads in consultation with the Responsible Authority.
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.
- Determine the likely increases to pedestrian and bicycle movements generated by the site and

Commented [A15]: Suggested by Salta Properties Pty Ltd and accepted by the Proponent. In this instance, consultation with this landowner is important to ensure an understanding of the use of key transport routes and potential plans to upgrade the centre, being matters of orderly planning when assessing cumulative traffic impacts and associated works in this locality.

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

the likely distribution of those movements. Demonstrate how the subject site will prioritise those movements and provide convenient connections to existing infrastructure.

- Measures to reduce conflict and improve pedestrian and bicycle amenity (if applicable).
- Indicative loading arrangements, with loading to be undertaken on site and conflict between the loading bay(s) and car parking areas and non-motorised transport to be minimised.
- Estimate the type and number of loading/unloading activities associated with the development and provide information on appropriate loading/unloading facilities to service the various uses proposed.
- Access to the site by trucks is to be via Doonside Street.
- Details regarding on-site waste collection, with waste vehicles accessing the site from Doonside Street.

GREEN TRAVEL PLAN

~~A Green Travel Plan must demonstrate that the development supports sustainable transport alternatives to the motor car, provides on-site car share spaces and provides bicycle parking and storage facilities. It must be prepared to the satisfaction of the Responsible Authority and prepared by a qualified traffic engineer.~~

ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

An environmentally sustainable design report must be prepared to the satisfaction of the Responsible Authority which sets out how future development may achieve:

- WSUD objectives and requirements pursuant to the planning scheme; and
- ESD objectives and requirements pursuant to the planning scheme

DRAINAGE

A drainage assessment must be prepared to the satisfaction of the Responsible Authority which includes:

- A catchment analysis of the existing storm water drainage system in Burnley Street and Doonside Street;
- A capacity assessment for the existing drainage system into which future development will be discharged; and
- A flood analysis which determines the overland flow depth within the road reserve during a 1 in 100 year flood.

COMPREHENSIVE HERITAGE ANALYSIS

A Comprehensive Heritage Analysis must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority that includes the following, having regard to the heritage expert assessments prepared for Amendment C223:

- written description of the heritage places;
- history of the heritage places;
- assessment of significance of individual elements; and
- copies of the existing Statements of Significance of HO252 and HO375.

ACOUSTIC REPORT

- Development that includes residential or other sensitive uses must be designed and constructed to include noise design and noise attenuation measures that achieve the noise levels that are calculated by applying the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade (SEPP N-1)'. (or the equivalent

Page 70 of 77

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

environment reference standard to be introduced under the Environment Protection Amendment Act 2018).

For the purpose of assessing whether the above noise standards are met, the noise measurement point shall be located inside a habitable room of a noise sensitive residential use with windows and doors closed.

- An application for a planning permit that includes residential or other sensitive uses must be accompanied by an acoustic assessment, prepared by a qualified acoustic consultant that demonstrates how the noise attenuation measures will achieve noise levels (within any noise sensitive area) in accordance with the Built Form Guidelines.

DEVELOPMENT STAGING

A staging plan to provide an indication of the likely staging of the development of land, specifically: The expected sequencing of development;

- The expected sequencing of works identified in the Public Realm Plan approved in accordance with this schedule;
- Likely vehicle access points, road infrastructure works and traffic management; and
- Interface/access treatments.

5.0 COMMUNITY CONSULTATION

The Development Plan ~~shall~~^{must} be available for public inspection and submission for 28 days prior to its consideration by the Responsible Authority. Any submissions must be considered by the Responsible Authority in its decision.

Attachment 1 - Attachment 1:C223yara Panel Report**Appendix B Submitters to the Amendment**

No.	Submitter	No.	Submitter
1	Mary Atwell	28	A & M Zeldenryk
2	Chris Correia	29	Bill & Joy Brown
3	Mireia Ayats	30	Natasha Wickramanayake
4	Corrine Wells	31	Philip Corbett
5	Ben Cooke	32	George Lattouf
6	Lucy Dawkins	33	R Depangher
7	Josh Potter	34	Clare O'Loughlin
8	Amanda Chisholm	35	Jane Power
9	Elaine Soo	36	Peter and Suzette Carrington
10	Claire Atkinson	37	Fiona Wilson
11	Nikkiah Signorini	38	Julia Di Santo
12	Stephen Tang	39	Paola Sticca
13	Emma Clohesy	40	Keanne Stephenson
14	Cora Luo	41	Lucas & Naomi Riley
15	Chrisella Hondrakis	42	T Jackson
16	David Fogarty	43	G & I Coffey
17	Anton & Arockia Victoria	44	N Deans
18	Tommy Hu	45	J Dick
19	Michelle Hu	46	N Golusin
20	Amanda Wells	47	M Collins
21	Asaf Rotbart	48	R Robertson
22	Caitlin Johnson & Campbell Tickell	49	S Brooke
23	Glenn Casey	50	Anonymous
24	Ian and Linda Davis	51	T Pikoulis
25	Russ Hogan	52	A & H Holmes
26	Vivian Poloni	53	B & J Brown
27	RA Jones		

Attachment 1 - Attachment 1:C223yara Panel Report**Appendix C Document list**

No.	Date provided	Description	Circulated by
1	13/03/20	Notice of preparation of Amendment C223	Yarra City Council
2		Amendment C223 Explanatory Report	"
3		Amendment C223 instruction sheet	"
4		Amendment authorisation letter dated 9 August 2019	"
5		Consolidated submissions	"
6		Planning Scheme Amendment report prepared by Tract Consultants dated December 2018	"
7		Traffic impact report prepared by Ratio Consultants dated 19 December 2018	"
8		ESD report prepared by GIW Environmental Solutions dated 20 December 2018	"
9		Traffic engineering review letter prepared by Leigh Furness of Traffix Group dated 18 January 2019	"
10		Heritage report prepared by Bryce Raworth Pty Ltd dated December 2018	"
11		Housing diversity and adaptability report (Stage 1) prepared by Affordable Development Outcomes dated May 2019	"
12		Environmental site assessment report prepared by Charter Keck Cramer dated 30 May 2016	"
13		Economic assessment report prepared by Deep End Services dated 20 December 2018	"
14		Agenda of the Ordinary Meeting of Yarra City Council of 3 March 2020	"
15		Agenda of the Ordinary Meeting of Yarra City Council of 16 July 2019	"
16		Exhibited Planning Scheme Ordinance – draft Schedule 15 to Clause 43.04 Development Plan Overlay	"
17		Exhibited Planning Scheme Overlay Map for Development Plan Overlay – Schedule 15 prepared by Department of Environment, Land, Water and Planning	"
18		Exhibited Planning Scheme Overlay Map for Environmental Audit Overlay prepared by	"

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

No.	Date provided	Description	Circulated by
		Department of Environment, Land, Water and Planning	
19		Exhibited Planning Scheme Zoning Map prepared by Department of Environment, Land, Water and Planning	"
20	27/04/20	Panel directions letter	Planning Panels Victoria
21	7/05/20	Letter responding to Panel Directions 3, 5 and 6	Marcus Lane Group on behalf of Yarra City Council
22	"	Panel E-Book prepared by Yarra City Council dated 7 May 2020	"
23	"	Council's response to Panel Direction 3(b)	"
24	"	Council's Part A submission	"
25	8/05/20	Shadow studies prepared by MGS Architects	"
26	11/05/20	Expert report of Mr Rob McGauran of MGS Architects	"
27	"	Expert report of Mr Jim Gard'ner of GJM Heritage	"
28	"	Expert report of Ms Charmaine Dunstan of Traffix Group	"
29	"	Expert report of Ms Joanna Thompson of Thompson Berrill Landscape Design	"
30	"	Expert report of Ms Sophie Jordan of Sophie Jordan Consulting	Planning & Property Partners on behalf of the Proponent
31	"	Expert report of Mr Michael Barlow of Urbis	"
32	"	Expert report of Mr Peter Lovell of Lovell Chen	"
33	"	Expert report of Mr Bryce Raworth of Bryce Raworth Conservation & Heritage	"
34	"	Expert report of Ms Hilary Marshall of Ratio Consultants	"
35	"	Expert report of Ms Catherine Heggen of Ratio Consultants	"
36	12/05/20	Request for extension for circulation of Council's Part B submission	Marcus Lane Group
37	13/05/20	Response to Item 4 of Panel Directions	Planning & Property Partners

Page 74 of 77

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

No.	Date provided	Description	Circulated by
38	"	Memorandum of heritage advice by B Raworth and M Turnor dated 22 May 2017	"
39	"	Heritage report prepared by Bryce Raworth Pty Ltd dated August 2016	"
40	"	Revised heritage report prepared by Bryce Raworth Pty Ltd dated September 2016	"
41	"	Revised heritage report prepared by Bryce Raworth Pty Ltd dated December 2017	"
42	"	Copy of endorsed plans prepared by CHT Architects – Embassy Apartments 27 Appleton Street, Richmond	"
43	"	Plan of survey prepared by Charter Keck Cramer	"
44	14/05/20	Council's updated E-Panel Book dated 14 May 2020	Marcus Lane Group
45	15/05/20	Council's Part B submission	"
46	18/05/20	Schedule 15 to the Development Plan Overlay with tracked changes	"
47	"	Aerial and maps required by Panel Direction 3B	"
48	"	List of Council's reference documents (further E-book)	"
49	"	Yarra C218 and C219 Panel reports	"
50	19/05/20	Updated list of Council's reference documents (further E-book)	"
51	"	Summary of traffic expert discussion	Planning & Property Partners
52	"	Presentation of Charmaine Dunstan of Traffix Group	Marcus Lane Group
53	21/05/20	Letter outlining financial contributions for traffic improvements along Burnley Street	"
54	22/05/20	Proponent's opening submissions	Planning & Property Partners
55	24/05/20	Tribunal decisions referred to in oral evidence of Mr McGauran	Marcus Lane Group
56	"	Cambridge St envelope reduction and 3D images	"
57	25/05/20	Memorandum of Ms Marshall	Planning & Property Partners
58	"	Mr Barlow presentation	"

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

No.	Date provided	Description	Circulated by
59	"	Ms Heggen presentation	"
60	26/05/20	Submission	Peter and Suzette Carrington
60a	"	Attachment A - Photos	"
60b	"	Attachment B – Vehicle sale trends	"
61	"	Objection to Doonside rezoning	"
62	"	Amendment Fact Sheet referred to by Ms Lane	Marcus Lane Group
63	"	Submission	Jane Power
64	"	PowerPoint slides	"
65	27/05/20	Submission	Salta Properties Pty Ltd.
66	"	VCAT decision <i>278 Little Lonsdale Street Pty Ltd v Yarra CC</i>	"
67	"	VCAT decision <i>Pace Development Group Pty Ltd v Yarra CC</i>	"
68	"	Astrodome substantive submissions	Planning & Property Partners
69	"	Images referred to in submissions	"
70a	"	Development plans of 25-35 and 10-20 River Boulevard, Richmond	"
70b	"	Endorsed plans of 10-20 River Boulevard, Richmond	"
71	"	Aerial photograph of 10-20 and 25-35 River Boulevard sites marked	Salta Properties Pty Ltd
72a	"	Amended Development Plan - PL 10/0156.03 25 - 35 River Boulevard and 15 Christine Crescent, Richmond	"
72b	"	Endorsed plan extracts PL 10/0156.03 25 - 35 River Boulevard and 15 Christine Crescent, Richmond	"
73	"	Development Plan - PLN 161156	"
74	"	Extract of plans currently with Council for endorsement - PLN 161156	"
75	29/05/20	Proponent's proposed version of DPO15	Planning & Property Partners

Attachment 1 - Attachment 1:C223yara Panel Report

Yarra Planning Scheme Amendment C223yara | Panel Report | 23 July 2020

No.	Date provided	Description	Circulated by
76	05/06/20	Council's final preferred version of DPO15	Marcus Lane Group
77	09/06/20	VCAT decisions summary table	Planning & Property Partners
78	"	Council reply submission	Marcus Lane Group
79	"	Council's final preferred version DPO15	"
80	10/06/20	Email correspondence between Council officers and VicRoads	"

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

**SCHEDULE 15 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY
Tracked Changes Version of Exhibited Version For Adoption**

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

C223yara

SCHEDULE 15 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO15**.

81-95 BURNLEY STREET AND 26-34 DOONSIDE STREET, RICHMOND

1.0

C223yara

Objectives

None specified.

2.0

C223yara

Requirement before a permit is granted

A permit may be granted for the following before a development plan has been approved:

- Buildings or works necessary for existing businesses or uses to continue.
- Consolidation or subdivision.
- Removal or creation of easements or restrictions.
- Demolition or removal of buildings.
- The construction or carrying out of minor buildings or works, including site preparation.
- Buildings and works associated with or for the purpose of obtaining a certificate or statement of environmental audit under the *Environment Protection Act 1970*; or environmental matters pursuant to any successor legislation, including the *Environment Protection Amendment Act 2018*, where these works do not prejudice the preparation and approval of the Development Plan and the vision for the land set out in this overlay.

Before granting a permit the Responsible Authority must be satisfied that the permit will not prejudice the future use and development of the land and will not compromise the objectives for the site as set out in this schedule.

2.1

Section 173 Agreement to provide for affordable housing

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987* which requires that the owner must facilitate the provision of 10 percent of the total number of dwellings (being the total number of dwellings provided within the DPO15 area) as affordable housing by:

- Entering into an arrangement with a Registered Agency under the Housing Act 1983 for the provision of the affordable housing within the DPO15 area to a Registered Agency; and/or
- Making other arrangements for the provision of affordable housing in conjunction with a Not for Profit (registered with the Australian Charities and Not-for-profits Commission) to the satisfaction of the Responsible Authority; and/or
- Making other arrangements for the provision of for the provision of Affordable Housing as defined at Section 3AA of the *Planning and Environment Act 1987*, to the satisfaction of the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into ~~prior to~~ once a planning permit ~~being issued~~ has been issued but prior to the endorsement of plans in accordance with the approved Development Plan.

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

2.2 Section 173 Agreement to provide for public infrastructure

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987* for the provision of ~~or a proportionate contribution to~~ the following items of public infrastructure in accordance with the Public Realm Plan prepared and approved in accordance with this schedule. The works may include but are not limited to:

- Streetscape and public realm improvements to Doonside Street;
- Streetscape and public realm improvements to Appleton Street; and
- A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street ~~at the approximate mid-point of the Site~~, generally in accordance with the *Indicative Framework Plan* at Figure 1.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into ~~prior to once~~ a planning permit ~~being issued has been issued but prior to the endorsement of plans~~ in accordance with the approved Development Plan.

2.3 Section 173 Agreement for Traffic Impact Assessment Report works

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with VicRoads and the Responsible Authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Traffic Impact Assessment Report prepared and approved in accordance with this schedule. The works may include but are not limited to:

- mitigating works required for each development stage in the Development Plan; ~~and~~
- a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street; ~~and if required, approved by VicRoads in consultation with the Responsible Authority.~~
- ~~a new intersection, if required, approved by VicRoads in consultation with the Responsible Authority.~~

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into ~~prior to once~~ a planning permit ~~being issued has been issued but prior to the endorsement of plans~~ in accordance with the approved Development Plan.

3.0 Conditions and requirements for permits

C223yara

3.1 Permit requirements

Except for a permit granted in accordance with Clause 1.0 of this Schedule, a permit must contain conditions that give effect to the provisions and requirements of the approved development plan.

3-2 ~~Heritage Impact Statement~~ 3.2 HERITAGE IMPACT STATEMENT

A permit application must include, where relevant:

- ~~A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby~~

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

~~heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations.~~

A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place.

- A ~~siteline~~sightline analysis and 3D ~~modeling~~modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on the heritage places within the site.

3.3 HERITAGE CONSERVATION

A planning permit granted for the development of parts of the site within the Heritage Overlay must contain conditions requiring the permit holder to:

- Engage a suitably qualified person to:
 - prepare a schedule of conservation works for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street, including time frames for each action to the Responsible Authority's satisfaction;
 - undertake archival recordings of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street) to the responsible authority's satisfaction prior to any demolition on the site; and
 - prepare a heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the Responsible Authority's satisfaction.
- Require the permit holder to implement the conservation works and heritage management plan to the satisfaction of the Responsible Authority within the timeframes provided.

3.4 TRAFFIC IMPACT ASSESSMENT REPORT (TIAR)

A permit application must include a Traffic Impact Assessment Report (TIAR) prepared by a suitably qualified traffic engineer in consultation with the owners of the Victoria Gardens Shopping Centre. The TIAR must include all of the matters dealt with in the Traffic Works Assessment, as set out in 4.2 of this DPO, and include:

- Details of the proposed car parking and bicycle parking provision and anticipated traffic generation of the proposal the subject of the permit application.
- An assessment of the capacity of the existing road network to accommodate anticipated traffic generation.
- Any mitigation works necessary to accommodate the anticipated traffic generation.

3.5 GREEN TRAVEL PLAN

A permit application must include a Green Travel Plan that demonstrates that the development supports sustainable transport alternatives to the motor car, provides on-site car share spaces and considers the opportunity for bicycle parking and storage facilities. The Green Travel Plan must be prepared to the satisfaction of the Responsible Authority by a qualified traffic engineer.

4.0

C223yara

Requirements for development plan

A development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the Responsible Authority.

A development plan must be approved for the whole site, however the land may be developed in stages.

The development plan must include the following sections, all prepared to the satisfaction of the Responsible Authority:

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

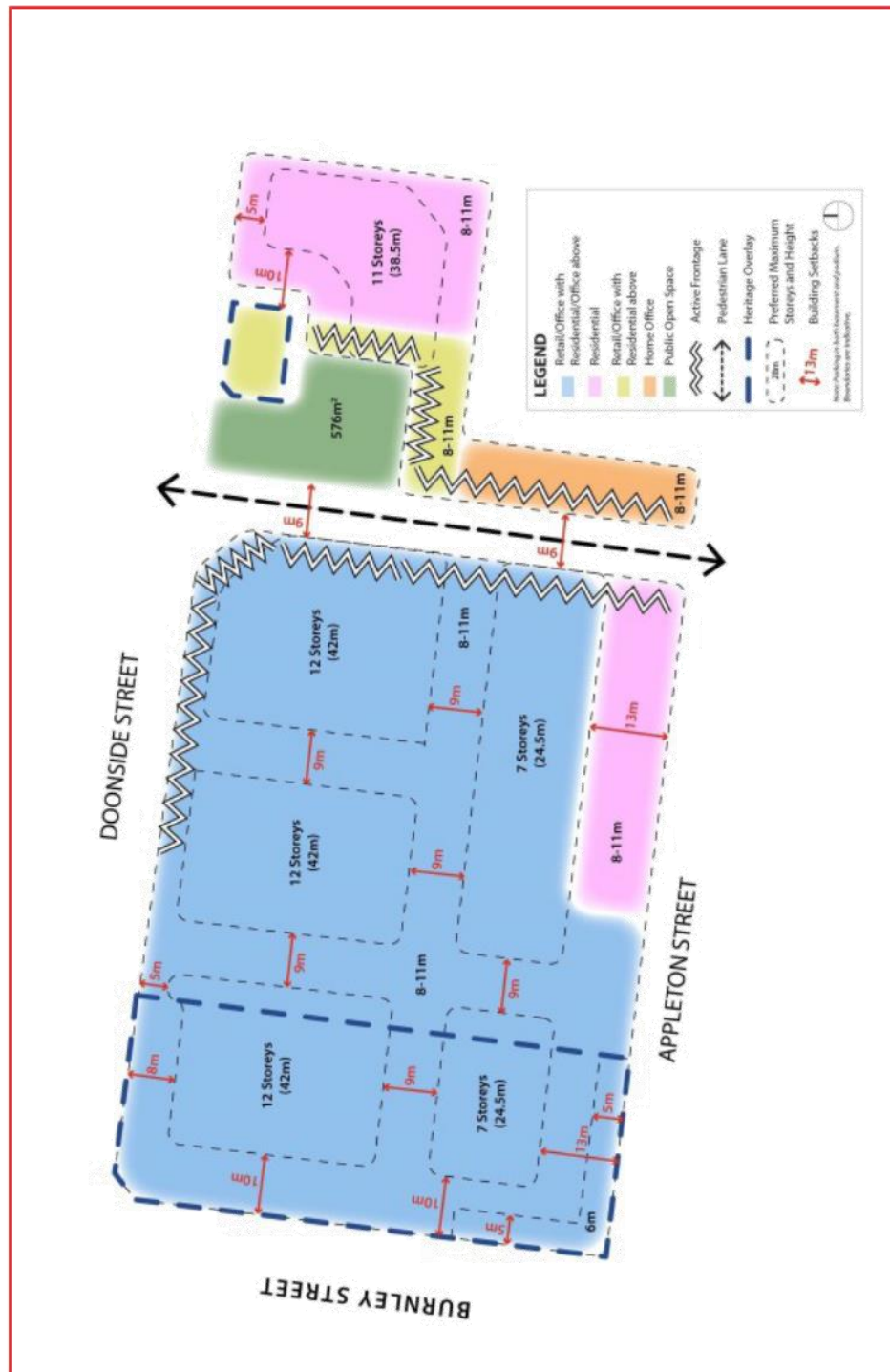
4.1 Development Plan Vision

- To become a sustainable, mixed-use residential community, supported by convenience retailing services, community facilities, and employment opportunities augmenting the role of the Victoria Street Activity Centre.
- To recognise the opportunity of the site's activity centre context, whilst respecting the low rise residential development to the south.
- To protect the reasonable amenity of residential properties on the south side of Appleton Street and to the east of the subject site.
- To provide improvements to the public domain, including pedestrian friendly environments along all street frontages, the provision of public open space and a pedestrian laneway.
- To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.
- To respect the scale and form of heritage places within and adjacent to the site ~~and provide for the conservation of heritage places within the site.~~
- To provide for the conservation of heritage places within the site.
- To ensure that new development mitigates any adverse impact it may generate upon local traffic conditions.
- To ~~provide for the sensitive adaptive re-use of heritage buildings in accordance~~ ensure that the primary responsibility for noise attenuation rests with the ~~Indicative Framework Plan and informed by a comprehensive heritage analysis prepared for the site by a suitably qualified professional that~~ agent of change.
- To ensure new development, does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.
- To provide for the sensitive adaptive re-use of heritage buildings in accordance with the Comprehensive Heritage Analysis referred to in Clause 4.2
 - articulates the significance of the heritage place, its component parts and its setting;
 - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
 - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

Attachment 2 - Attachment 2:DPO15 briefing track changes

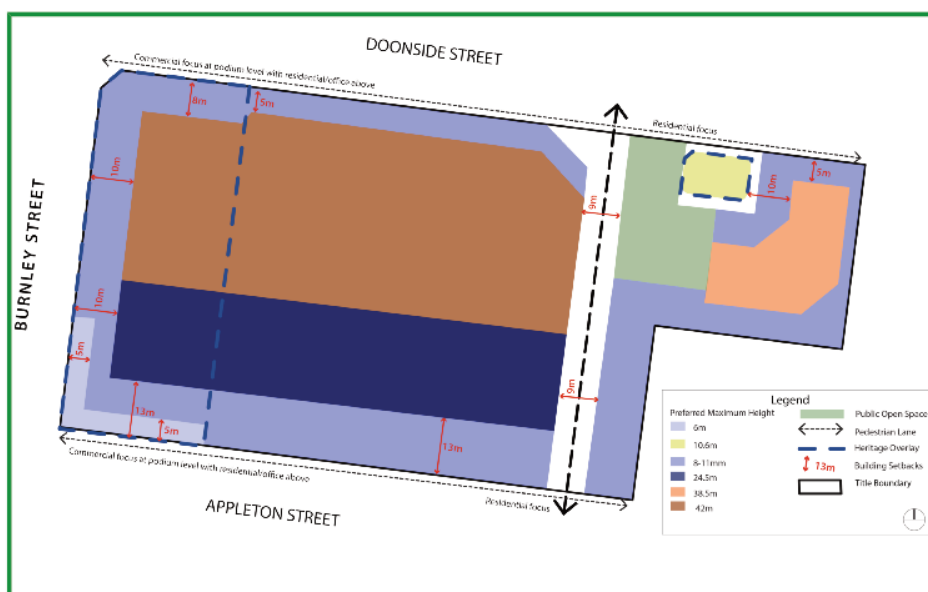
AMENDMENT C223YARA

Figure 1: Indicative Framework Plan



Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA



4.2

Components of the Development Plan

SITE AND CONTEXT INFORMATION

A site analysis that identifies:

- the key attributes of the land and its context;
- existing or proposed uses on adjoining land;
- other neighbourhood features such as public transport, activity centres, walking and cycling connections; and
- important views to be considered and protected, including views of existing heritage buildings.

CONCEPT PLANS

Concept plans must include:

- The total number of dwellings across the entire site;
- The proposed use of each building and estimated floor area for each use;
- At least 9,000m² of Gross Floor Area provided for employment generating activities;
- An indication of the location and approximate commercial and retail yield for the site;
- A north south pedestrian lane :
 - with a minimum width of 9 metres;
 - that provides safe and pleasant pedestrian and cycling access between Doonside Street and Appleton Street;
 - that receives sunlight between 10am and 2pm at the equinox;
 - that remains publicly accessible ~~in perpetuity; and~~ to pedestrians at all times; and that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority services).
 - that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority services).

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

- The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian lane ~~(or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision).~~- The plan must show the area of public open space in square metres and its percentage of overall site area;~~and~~
- ~~Vehicular~~Indicative vehicular, pedestrian, cyclist and loading access points and connections;~~and~~
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.

BUILT FORM GUIDELINES

Built form guidelines to assist the implementations of the Vision which provide the following:

- Maximum building heights and envelopes responding to the site context;
- Building setbacks from street boundaries that ensure that new future development does not overwhelm the scale of the heritage buildings on the site ~~or on heritage places~~and presents acceptably to lower scale buildings in the vicinity of the site, including dwellings on the south side of Appleton Street;
- Building setbacks from the facades of 81-95 Burnley Street that ensure the heritage building can be understood as having a three dimensional form;
- ~~Minimum~~Preferred minimum upper level (above podium) setbacks of:
 - 13 metres from the Appleton Street site boundary.
 - 10 metres from the Burnley Street site boundary.
 - 8 and 5 metres from the Doonside Street site boundary.
 - 9m from habitable room windows or balconies of the Embassy building directly to the east and south.
- Ensure new buildings are well spaced (~~preferred~~ minimum ~~of~~ 9 metres between buildings above podium);
- Buildings set back a minimum of 10 metres (above podium) from the heritage building at 26-34 Doonside Street;
- Inter-floor heights within the heritage buildings on the site to ensure they relate to the existing floor levels and/or fenestration patterns;
- Ensure the retention of key heritage fabric of:
 - the Appleton Street, Burnley Street and Doonside Street elevations of 81-95 Burnley Street (former Repco Factory) for the extent of the building within in heritage overlay; and
 - external form of 21 Doonside Street (former Repco Offices and Laboratories), while allowing for adaptive reuse.
- Active frontages to Burnley Street, Doonside Street, open space and the pedestrian lane, as appropriate;
- ~~Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;~~
- ~~Shadow diagrams that demonstrate:~~
 - ~~no unreasonable overshadowing of Doonside Street public open space area and~~
 - ~~no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox.~~

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

- ~~Indicative palette of building materials and architectural treatments throughout the site.~~ The design and use of materials must be respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south.
 - Provide for high quality architecture and spaces throughout the site and respond to heritage places through, as appropriate:
 - ~~Use of lightweight materials~~ Create an interesting and varied street wall and podium which is reinforced through a range of parapet heights and rebates of sufficient depth and texture to provide modulation in the street facade.
 - ~~Simple architectural detail so as not to detract from~~ Use contemporary architectural detail which complements and responds to the significant elements of the heritage buildings
 - ~~Discouraging~~ Avoid highly articulated facades ~~with recessed and projecting elements~~ above retained heritage buildings,
 - ~~Ensuring the retention of~~ Ensure there is solid built form behind retained facades and ~~avoiding~~ avoid balconies behind existing ~~openings~~ openings. Provide high quality
 - Providing high quality treatments to the building facades facing the pedestrian lane and streets.
 - Ensure car parking is screened by buildings and not clearly visible from the street, or otherwise located in basement areas;
 - Ensure buildings are designed to ameliorate adverse wind conditions at street level, public spaces and lower level dwellings;
 - Ensure buildings are designed along Appleton ~~St~~ Street to break up the form of the street wall.
 - ~~Guidelines to mitigate adverse impacts of wind effects in building design.~~
 - Minimise vehicle access and traffic movements in Appleton Street.
 - Ensure buildings are designed and spaced to create a visually interesting skyline, streetscape and coherent precinct.
 - Ensure that site services and loading areas are carefully designed to minimise impacts on streetscapes, shared spaces and pedestrian footpaths and laneways.
 - Buildings designed to ensure the effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial, industrial and warehouse businesses.
 - To encourage sustainable transport initiatives.
- SUPPLEMENTARY DOCUMENTATION**
- Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;
 - Shadow diagrams that demonstrate:
 - no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox.
 - no overshadowing of the footpath on the western side of Burnley Street from 11 am at the September Equinox
 - appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September Equinox to provide a reasonable standard of amenity and useability as a principally passive open space.
 - Indicative palette of building materials and architectural treatments throughout the site.

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

OPEN SPACE AND LANDSCAPE

A Landscape Concept Plan must be prepared that provides:

- ~~Dimensions~~Indicative dimensions of open space in all parts of the site at ground level to the satisfaction of the Responsible Authority;
- An overall landscape masterplan for the site that includes landscape concepts for proposed open space and improvements along Appleton Street and Doonside Street;
- Deep planting opportunities for canopy trees within the proposed public open space, free from basement incursion;
- A written description of the management of the open space, pedestrian lane and other landscaped areas, including sustainable irrigation principles such as water sensitive urban design opportunities; and
- Details of how the Landscape Concept Plan responds to any requirements of the site remediation strategy for the land.

PUBLIC REALM PLAN

A Public Realm Plan must be prepared to the satisfaction of the Responsible Authority. The Public Realm Plan must detail how the development will contribute towards improving the public realm adjacent to the site and provide the following information:

- Principles for how future development will contribute to improving the public realm and promoting inviting, pedestrian-friendly public spaces.
- The locations of public realm infrastructure works such as footpaths, bike paths, street lighting and furniture, and street trees, including:
 - Streetscape and public realm improvements to Doonside Street;
 - Streetscape and public realm improvements to Appleton Street; and
 - A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street ~~at the approximate mid-point of the Site~~; generally in accordance with the *Indicative Framework Plan* at Figure 1.

HOUSING DIVERSITY REPORT

A Housing Diversity and Adaptability Report must be prepared to the satisfaction of the Responsible Authority which provides the following information:

- A demographic analysis of the types of people and households anticipated to live within the development based on the proposed dwelling design and bedroom mix.
- The model to provide 10% of the ~~overall housing stock~~total number of dwellings as affordable housing.
- Demonstrate how the development plan responds to the particular housing needs of future residents across their lifetime.

~~ECONOMIC ASSESSMENT~~

~~An economic assessment must be prepared which identifies, as appropriate, viable employment generating uses for the site.~~

TRANSPORT ASSESSMENT

A Traffic ~~Impact~~Works Assessment ~~Report~~ (TIARTWA) prepared by a suitably qualified traffic engineer to the satisfaction of the Responsible Authority and Vic Roads. The Traffic Impact Assessment must include ~~and demonstrate the following:~~

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

- An existing conditions assessment, including existing and approved vehicle and loading access arrangements associated with the Victoria Gardens Shopping Centre with capacity to interact with traffic from the development.
- Details of any development staging.
- Consultation with the owner of the Victoria Gardens Shopping Centre
- A site layout plan showing convenient and safe primary vehicle access, including:
 - Primary vehicle access to and from Doonside Street;
 - Any vehicle access to Appleton Street to be a secondary access point;
 - No direct vehicle access to or from the site via Burnley Street.
- Details regarding the layout, cross section and function of any internal street or laneway network.
- On site car parking and bicycle parking provisions and allocations.
- Expected traffic volumes and impact on the existing road network, including but not necessarily limited to Doonside Street, Appleton Street and Burnley Street. This assessment is to include details of any assumptions relied upon.
- The **TIARTWA** is to include consideration of any development stages and approved/current development applications within the immediate area surrounding the site. The assessment is to:
 - identify mitigating works required for each development stage in the Development Plan
 - assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection to the satisfaction of VicRoads
 - identify a new intersection layout and operation, if required, approved by VicRoads in consultation with the Responsible Authority.
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.
- ~~Details regarding the impact on~~ Determine the likely increases to pedestrian and bicycle routes: movements generated by the site and the likely distribution of those movements. Demonstrate how the subject site will prioritise those movements and provide convenient connections to existing infrastructure.
- Measures to reduce conflict and improve pedestrian and bicycle amenity (if applicable).
- ~~Details regarding~~ Indicative loading arrangements, with loading to be undertaken on site and conflict between the loading bay(s) and car parking areas and non-motorised transport to be minimised.
- Estimate the type and number of loading/unloading activities associated with the development and provide information on appropriate loading/unloading facilities to service the various uses proposed.
- Access to the site by trucks is to be via Doonside Street.
- Details regarding on-site waste collection, with waste vehicles accessing the site from Doonside Street.

GREEN TRAVEL PLAN

~~A Green Travel Plan must demonstrate that the development supports sustainable transport alternatives to the motor car, provides on site car share spaces and provides bicycle parking and storage facilities. It must be prepared to the satisfaction of the Responsible Authority and prepared by a qualified traffic engineer.~~

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

An environmentally sustainable design assessment must be prepared to the satisfaction of the ~~Responsible~~Responsible Authority which sets out how future development may achieve:

- WSUD objectives and requirements pursuant to the planning scheme; and
- ESD objectives and requirements pursuant to the planning scheme

DRAINAGE

A drainage assessment must be prepared to the satisfaction of the Responsible Authority which includes:

- A catchment analysis of the existing storm water drainage system in Burnley Street and Doonside Street;
- A capacity assessment for the existing drainage system into which future development will be discharged; and
- A flood analysis which determines the overland flow depth within the road reserve during a 1 in 100 year flood.

COMPREHENSIVE HERITAGE ANALYSIS

A ~~heritage impact statement~~Comprehensive Heritage Analysis must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority that includes the following, having regard to the heritage expert assessments prepared for Amendment C223:

- written description of the heritage places;
- history of the heritage places;
- assessment of significance of individual elements; and
- copies of the existing Statements of Significance of HO252 and HO375.

ACOUSTIC REPORT

- ~~Assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places,~~Development that includes residential or other sensitive uses must be designed and constructed to include noise design and noise attenuation measures that achieve the noise levels that are calculated by applying the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade (SEPP N-1). (or the equivalent environment reference standard to be introduced under the Environment Protection Amendment Act 2018). For the purpose of assessing whether the above noise standards are met, the noise measurement point shall be located inside a habitable room of a noise sensitive residential use with windows and doors closed.
- ~~Addresses the retention, restoration, redevelopment and adaptive reuse of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street); and heritage façade (Burnley Street);~~
- ~~Assesses the impacts on the context and setting of heritage places in the vicinity of the site;~~
- ~~Addresses the retention, recording and interpretation of links to the site's history and industrial past including interpretive panels depicting that past; and~~
- ~~Provides a siteline analysis and 3D modeling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places, in particular 26 Doonside Street~~An application for a planning permit that includes residential or other sensitive uses must be accompanied by an acoustic assessment, prepared by a qualified acoustic consultant that demonstrates how the noise attenuation measures will achieve noise levels (within any noise sensitive area) in accordance with the Built Form Guidelines.-

Attachment 2 - Attachment 2:DPO15 briefing track changes

AMENDMENT C223YARA

DEVELOPMENT STAGING

A staging plan to provide an indication of the likely staging of the development of land, specifically:

- The expected sequencing of development;
- ~~The expected sequencing of works identified in the Public Realm Plan approved in accordance with this schedule;~~
The expected sequencing of works identified in the Public Realm Plan approved in accordance with this schedule;
- ~~Likely vehicle access points, road infrastructure works and traffic management; and~~
Likely vehicle access points, road infrastructure works and traffic management; and
- Interface/access treatments.

COMMUNITY CONSULTATION

The Development Plan ~~shall~~ must be available for public inspection and submission for 28 days prior to its consideration by the Responsible Authority. Any submissions must be considered by the Responsible Authority in its decision.

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Amendment C223 to the Yarra Planning Scheme

Comparison of exhibited version and the version for adoption and reasons for the change

Schedule 15 to the Development Plan Overlay (DPO15)

The information in this table is based on the exhibited version of DPO15 and the version of DPO15 supported by officers for adoption. This table should be read in conjunction with Attachment 2 of the Council Report dated 15 September 2020 which provides a track change version of DPO15 showing the changes from the exhibited version to the version for adoption.

This table only highlights aspects of the DPO15 where changes are proposed to the exhibition version of the DDO. Elements of the amendment where no changes are proposed or very minor changes such as spelling mistakes or punctuation where there are no other changes are not included in this table.

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
2.1	Timing of Section 173 agreement: <i>The Section 173 Agreement must be entered into prior to a planning permit being issued in accordance with the approved Development Plan</i>	Timing of Section 173 Agreement: <i>The Section 173 Agreement must be entered into <u>once a planning permit being issued but prior to the endorsement of plans</u> in accordance with the approved Development Plan.</i>	Recommendations made by the Panel. The wording of the Section 173 agreement has been modified to allow a better understanding of the requirements for an agreement which would be determined once a permit has been issued. Plans cannot be endorsed without an agreement being entered to which will provide certainty to Council.
2.2	The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 for	The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 for	Recommendation made by the Panel. The Panel considered it reasonable to include a provision requiring upgrades to the public realm given the scale and impact of the development. The Panel noted:

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
	the provision of to the following items of public infrastructure in accordance with the Public Realm Plan prepared and approved in accordance with this schedule.	the provision ef <u>or a proportionate contribution</u> to the following items of public infrastructure in accordance with the Public Realm Plan prepared and approved in accordance with this schedule.	<i>The nature of these works, the extent of the contribution, timing and whether the contribution is provided in cash or in kind are matters for negotiation with Council as municipal authority and the manager of adjacent local roads.</i> Wording to DPO15 has been updated to reflect the Panel's conclusions and is supported by Officers.
2.2	Timing of Section 173 Agreement: <i>The Section 173 Agreement must be entered into prior to a planning permit being issued in accordance with the approved Development Plan</i>	Timing of Section 173 Agreement: <i>The Section 173 Agreement must be entered into <u>once</u> a planning permit being <u>issued but prior to the endorsement of plans</u> in accordance with the approved Development Plan.</i>	Recommendations made by the Panel. The wording of the Section 173 agreement has been modified to allow better understanding of the requirements for an agreement which will be determined once a permit has been issued. Plans cannot be endorsed without an agreement being entered to which will provide certainty to Council.
2.2	A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street at the approximate mid-point of the Site, generally in accordance with the Indicative Framework Plan at Figure 1	A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street at the approximate mid-point of the Site , generally in accordance with the Indicative Framework Plan at Figure 1	Recommendation made by the Panel. Council acknowledges that the location of the pedestrian lane is not in the approximate middle of the site but towards the east. Illustrating the location on the Indicative Framework Plan is sufficient to guide future decision making.
2.3	Timing of Section 173 Agreement:	Timing of Section 173 Agreement:	Recommendations made by the Panel.

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
	<i>The Section 173 Agreement must be entered into prior to a planning permit being issued in accordance with the approved Development Plan</i>	<i>The Section 173 Agreement must be entered into <u>once</u> a planning permit being <u>issued but prior to the endorsement of plans</u> in accordance with the approved Development Plan.</i>	The wording of the Section 173 agreement has been modified to allow better understanding of the requirements for an agreement which will be determined once a permit has been issued. Plans cannot be endorsed without an agreement being entered to which will provide certainty to Council.
2.3	<ul style="list-style-type: none"> A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street; and A new intersection, if required, approved by VicRoads in consultation with the Responsible Authority. 	<ul style="list-style-type: none"> A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street; <u>and if required, approved by VicRoads in consultation with the Responsible Authority.</u> A new intersection, if required, approved by VicRoads in consultation with the Responsible Authority. 	<p>Recommendation made by the Panel.</p> <p>The Panel commented: <i>"Splitting this in two suggests that there may be other new intersection works aside from in this location."</i></p> <p>Officers agree with the refinement, as it does not undermine the intent of the wording but makes DPO15 more concise.</p>
3.2	<p>Heritage Impact Statement</p> <p>A permit application must include, where relevant:</p> <ul style="list-style-type: none"> A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis 	<p>Heritage Impact Statement</p> <p>A permit application must include, where relevant:</p> <ul style="list-style-type: none"> A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with 	<p>Recommendation made by the Panel.</p> <p>Refinement of the wording to reflect the introduction of a new section 3.3 <i>heritage conservation works</i>.</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
	prepared for the site, along with relevant heritage studies and citations.	relevant heritage studies and citations. <u>A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place.</u>	
3.3	Content not included as part of the exhibited DPO15.	3.3 Heritage Conservation Works (refer to Attachment 2)	<p>Recommendation made by the Panel in response to hearing evidence from heritage experts.</p> <p>Council's heritage expert recommended that further guidance was needed in DPO15 during the panel hearing. His suggestion was a further Section 173 agreement covering heritage conservation works was recommended during the hearing.</p> <p>After considering the issue the Panel has agreed that further guidance within the DPO is recommended. However, it recommended the additions should be located under requirements for a permit. This decision has been made in consultation with Council's and the proponent's heritage experts.</p> <p>Officers agree with the insertion as it will provide further guidance in managing heritage conservation works at the</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
			appropriate time (that being the permit stage).
3.4	Content not included as part of the exhibited DPO15.	Traffic Impact Assessment Report (TIAR) (refer to Attachment 2)	<p>Recommendation made by the Panel.</p> <p>The Panel included the need to consult with Victoria Gardens Shopping Centre as this was put by a submitter and agreed by the proponent. The Panel considered this change acceptable but not necessary.</p> <p>The majority wording within 3.4 was already included with DPO15. However, was located under Requirements for a development plan. The Panel considered that some of the material addressed in this section was best provided at the planning permit stage.</p>
3.5	Content not included as part of the exhibited DPO15.	Green Travel Plan	<p>Recommendations made by the Panel.</p> <p>A green travel plan was required as part of the <i>Requirements for a Development Plan</i>, and has been moved to the <i>permit requirements</i> section.</p> <p>Officers agree as the material provided as part of a Green Travel Plan are better suited to the permit stage.</p>
4.1 Development plan vision	To protect the amenity of residential properties on the south side of Appleton Street	To protect the <u>reasonable</u> amenity of residential properties on the south side of Appleton Street <u>and to the east of the subject site.</u>	<p>The insertion of the word reasonable was a recommendation from the Panel.</p> <p>Officers agree with the insertion as it should provide greater clarity within the DPO for</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
			<p>the need to balance the strategic policy vision for the site and the amenity of the surrounding residential properties.</p> <p>The refinements to include the residential properties to the east was a refinement made by Council following exhibition. The panel has supported this inclusion. This was in response to submissions who raised concern over amenity impacts from a new development.</p>
4.1 Development plan vision	To respect the scale and form of heritage places within and adjacent to the site and provide for the conservation of heritage places within the site.	To respect the scale and form of heritage places within and adjacent to the site and provide for the conservation of heritage places within the site.	<p>Recommendations made by the Panel.</p> <p>Has become a separate dot point within 4.1 (see below)</p>
4.1 Development plan vision	Content not included as part of the exhibited DPO15.	<u>To provide for the conservation of heritage places within the site.</u>	<p>Recommendations made by the Panel.</p> <p>Has become a separate dot point within 4.1 (see above)</p>
4.1 Development plan vision	Content not included as part of the exhibited DPO15.	<ul style="list-style-type: none"> <u>To ensure that the primary responsibility for noise attenuation rests with the agent of change.</u> <u>To ensure new development, does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre</u> 	<p>Recommendation made by the Panel.</p> <p>The Panel noted:</p> <p><i>Salta Properties is a key landowner in the precinct with a direct interest in maintaining the use and development capacity of the Activity Centre. Its concerns to protect future opportunities, including the ongoing operation of existing businesses, are reasonable.</i></p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
			<i>Appropriate wording has been refined to ensure suitable noise attenuation for new residential properties on the land, recognising the mixed use activity centre context.</i>
4.1 Development plan vision	To provide for the sensitive adaptive re-use of heritage buildings in accordance with the Indicative Framework Plan and informed by a comprehensive heritage analysis prepared for the site by a suitably qualified professional that:	To provide for the sensitive adaptive re-use of heritage buildings in accordance with the Indicative Framework Plan and informed by a comprehensive heritage analysis prepared for the site by a suitably qualified professional that: <u>Comprehensive Heritage Analysis referred to in Clause 4.2</u>	Recommendations made by the Panel. Administrative change to reflect change of wording within DPO15.
4.1 Development plan vision	– articulates the significance of the heritage place, its component parts and its setting;	– articulates the significance of the heritage place, its component parts and its setting;	Recommendations made by the Panel. Refinements made in consultation with Council's and Proponent's heritage experts to increase clarity of the provisions.
4.1 Indicative Framework Plan	Panel recommendation to amend Indicative Framework Plan. Refer to Attachment 2 for original IFP.	delete dashed lines capable of indicating building footprints	Recommendations made by the Panel. The Panel commented: <i>The Panel concludes there is also scope to reduce graphics within the IFP in favour of built form guidelines in DPO15, generally as advanced in expert evidence for the Proponent. It has sought to supplement the wording of the schedule where required to clarify built form and land use outcomes sought.</i>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
			Officers are comforted by the refinement of the wording within the schedule and thus support the Panel's recommend to refine and reduce graphics on the IFP.
4.1 Indicative Framework Plan	Panel recommendation to amend Indicative Framework Plan. Refer to Attachment 2 for original IFP.	convert references from storeys to metres	<p>Recommendations made by the Panel.</p> <p>The Panel commented:</p> <p><i>The Panel agrees that the reference to metres instead of storeys throughout the schedule is desirable as more certain and in line with preferred planning scheme drafting conventions.</i></p> <p>Officers agree with this statement.</p>
4.1 Indicative Framework Plan	Panel recommendation to amend Indicative Framework Plan. Refer to Attachment 2 for original IFP.	delete the graphic depiction of a 9 metre separation between buildings	<p>Recommendations made by the Panel.</p> <p>Officers support recommendation as the building envelopes on the IFP are now removed. There is sufficient wording within the DPO to ensure there is a minimum 9m building separation between upper levels.</p>
4.1 Indicative Framework Plan	Panel recommendation to amend Indicative Framework Plan. Refer to Attachment 2 for original IFP.	specify the height of the heritage building at 26 Doonside Street by reference to its ridge line height through survey	<p>Recommendations made by the Panel.</p> <p>Officers agree and have used the survey plans provided by the proponent to determine the height of the heritage place on the IFP.</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
4.1 Indicative Framework Plan	Panel recommendation to amend Indicative Framework Plan. Refer to Attachment 2 for original IFP.	adopt the arrow notations pertaining to the spectrum of land use generally as recommended in Ms Heggen's preferred Indicative Framework Plan	<p>Recommendations made by the Panel.</p> <p>The Panel commented:</p> <p><i>It is sufficient for the IFP to indicate a preferred spectrum of locations for various types of land use in diagrammatic form as proposed by Ms Heggen, which should be flexibly applied to achieve integrated and activated site outcomes. For example, it is conceivable that small cafes or home offices are precisely the type of ground floor uses that could activate Appleton Street without detracting from its principally residential land use.</i></p> <p>Officers agree with the recommendation made by Panel and has adopted an approach similar to that shown in Ms Heggen's expert evidence report. Officers note that Ms Heggen's wording lacks reference to land use above the podium, and have made minor refinements to reflect the wording in the exhibited version.</p>
4.2 Concept Plans	that remains publicly accessible in perpetuity; and	that remains publicly accessible in perpetuity; and to pedestrians at all times; <u>and that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority services)</u>	<p>Recommendations made by the Panel.</p> <p>The Panel recommended language changes that would provide greater clarity and improved wording.</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
4.2 Concept Plans	The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian lane. The plan must show the area of public open space in square metres and its percentage of overall site area; and	The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian <u>lane (or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision)</u> . The plan must show the area of public open space in square metres and its percentage of overall site area; and	Recommendations made by the Panel. The Panel explained their reason for the insertion: <i>"It would be reasonable to tie the provision of public open space for this site to the controls at the point at which the site is redeveloped, so that if the Planning Scheme rate was to increase, the Proponent would be liable for a higher contribution."</i> Officers agree with the rationale listed above.
4.2 Concept Plans	Vehicular pedestrian, cyclist and loading access points and connections.;	Vehicular <u>Indicative vehicular</u> , pedestrian, cyclist and loading access points and connections.; <u>and</u>	Recommendations made by the Panel Officer's support in the inclusion of the word indicative as it will still provide sufficient guidance for future approvals.
4.2 Concept Plans	Content not included as part of the exhibited DPO15.	<u>Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.</u>	Recommendations made by the Panel Refinements made in consultation with Council's and Proponent's transport experts. This would provide guidance for a future development plan.
4.2 Built form guidelines	Building setbacks from street boundaries that ensure that new future development does not overwhelm the scale of the heritage buildings on the site or on heritage places in the vicinity of	Building setbacks from street boundaries that ensure that new future development does not overwhelm the scale of the heritage buildings on the site or on heritage places <u>and presents acceptable to lower scale buildings</u> in the vicinity of the site,	Recommendations made by the Panel Refinements made in consultation with Council's and Proponent's heritage experts.

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
	the site, including dwellings on the south side of Appleton Street;	including dwellings on the south side of Appleton Street;	
4.2 Built form guidelines	Minimum upper level (above podium) setbacks of:	Minimum Preferred minimum upper level (above podium) setbacks of:	Recommendations made by the Panel Refinements made to wording that aligns with the wording within DPO15 and the Indicative Framework Plan. Officers support change as it provides better consistency within the DPO15.
4.2 Built form guidelines	Content not included as part of the exhibited DPO15.	<u>9m from habitable room windows or balconies of the Embassy building directly to the east and south.</u>	Amendment made to DPO15 following exhibition. Changes made in response to submissions. The 9m separation is a way to achieve views and daylight through the site and to reduce the perceived scale of building forms. This amendment was supported by the Panel.
4.2 Built form guidelines	Buildings set back a minimum of 10 metres (above podium) from the heritage building at 26-34 Doonside Street;	Buildings set back a minimum of 8 10 metres (above podium) from the heritage building at 26-34 Doonside Street;	Officer do not support this recommendation, please refer to the Council Report – section <i>Response to Heritage Values Upper Level Setback</i> .
4.2 Built form guidelines	Content not included as part of the exhibited DPO15.	<u>Ensure the retention of key heritage fabric of: – The Appleton Street, Burnley Street and Doonside Street elevations of 81-95 Burnley Street (former Repco Factory) for the extent of the building within in heritage overlay; and</u>	Addition made to DPO15 by Council following exhibition. Changes made in response to submissions concerned about the retention of heritage fabric.

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
		<u>– External form of 21 Doonside Street (former Repco Offices and Laboratories), while allowing for adaptive reuse.</u>	<p>Addition made by Panel: <i>while allowing for adaptive reuse.</i></p> <p>Their rationale: <i>This would contemplate the provision of additional openings as suggested by the Proponent. It would also put the retention of heritage fabric back into the context of the sensitive redevelopment of the site.</i></p>
4.2 Built form guidelines	<p>Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks; Shadow diagrams that demonstrate:</p> <ul style="list-style-type: none"> – no unreasonable overshadowing of Doonside Street public open space area and – no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox. 	<p>Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks; Shadow diagrams that demonstrate:</p> <ul style="list-style-type: none"> – no unreasonable overshadowing of Doonside Street public open space area and – no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox. 	<p>Recommendation made by Panel.</p> <p>The Panel have moved these to a new section “<i>Supplementary Information</i>”</p> <p>The Panel commented: <i>These are better expressed as Supplementary Documentation since they are not in the form of guidelines. They have been moved below.</i></p>
4.2 Built form guidelines	Indicative palette of building materials and architectural treatments throughout the site. The design and use of materials must be respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south.	Indicative palette of building materials and architectural treatments throughout the site. The design and use of materials must be respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south.	<p>Recommendation made by Panel.</p> <p>The Panel have moved these to a new section “<i>Supplementary Information</i>”</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
4.2 Built form guidelines	Provide for high quality architecture and spaces throughout the site and respond to heritage places through, as appropriate: – Use of lightweight materials – Simple architectural detail so as not to detract from significant elements of the heritage buildings – Discouraging highly articulated facades with recessed and projecting elements – Ensuring the retention of solid built form behind retained facades and avoiding avoid balconies behind existing openings. – Providing high quality treatments to building facades facing the pedestrian lane.	Provide for high quality architecture and spaces throughout the site and respond to heritage places through, as appropriate: – Use of lightweight materials <u>Create an interesting and varied street wall and podium which is reinforced through a range of parapet heights and rebates of sufficient depth and texture to provide modulation in the street facade.</u> – Simple architectural detail so as not to detract from <u>Use contemporary architectural detail which complements and responds to the</u> significant elements of the heritage buildings – Discouraging <u>Avoid</u> highly articulated facades with recessed and projecting elements above retained heritage buildings, – Ensuring the retention of <u>Ensure there is</u> solid built form behind retained facades and avoiding avoid balconies behind existing openings <u>openings.</u> – Providing high quality treatments to <u>the</u> building facades facing the pedestrian lane <u>and streets.</u>	Recommendation made by Panel. Refinements made in consultation with Council's and Proponent's heritage, planning and urban design experts to increase clarity of the provisions.
4.2 Built form guidelines	Guidelines to mitigate adverse impacts of wind effects in building design	Guidelines to mitigate adverse impacts of wind effects in building design	Recommendation made by Panel. Duplicates another guideline within DPO15.
4.2 Built form guidelines	Content not included as part of the exhibited DPO15.	<ul style="list-style-type: none"> <u>Ensure buildings are designed and spaced to create a visually interesting</u> 	Recommendation made by Panel.

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
		<p><u>skyline, streetscape and coherent precinct.</u></p> <ul style="list-style-type: none"> • <u>Ensure that site services and loading areas are carefully designed to minimise impacts on streetscapes, shared spaces and pedestrian footpaths and laneways.</u> • <u>Buildings designed to ensure the effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial, industrial and warehouse businesses.</u> • <u>To encourage sustainable transport initiatives.</u> 	Refinements made in consultation with Council's and Proponent's heritage, planning and urban design experts. This would provide greater design outcomes for upper levels of a future development.
4.2 Supplementary Information	Content not included as part of the exhibited DPO15.	<ul style="list-style-type: none"> • <u>Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;</u> • <u>Shadow diagrams that demonstrate:</u> <ul style="list-style-type: none"> – <u>no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox.</u> – <u>no overshadowing of the footpath on the western side of Burnley Street from 11 am at the September Equinox</u> – <u>appropriate access to sunlight within the proposed park between the hours</u> 	<p>Recommendation made by Panel.</p> <p>This content has been moved from other sections of DPO15.</p> <p>Refinements made in consultation with Council's and Proponent's heritage, planning and urban design experts. This would provide greater design outcomes for upper levels of a future development</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
		<p><u>of 10am and 2pm at the September Equinox to provide a reasonable standard of amenity and useability as a principally passive open space.</u></p> <ul style="list-style-type: none"> <u>Indicative palette of building materials and architectural treatments throughout the site</u> 	
4.2 Open space and landscape	Content not included as part of the exhibited DPO15.	<u>Deep planting opportunities for canopy trees within the proposed public open space, free from basement incursion</u>	<p>Recommendations made by the Panel.</p> <p>The Panel was concerned that a potential basement underneath the development would limit opportunities for a large canopy tree.</p> <p>Officers support this inclusion as it will provide for a better open space outcome.</p>
4.2 public realm plan	A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street at the approximate mid-point of the Site, generally in accordance with the Indicative Framework Plan at Figure 1	A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street at the approximate mid-point of the Site, generally in accordance with the Indicative Framework Plan at Figure 1.	<p>Recommendation made by the Panel.</p> <p>Council acknowledges that the location of the pedestrian lane is not in the approximate middle of the site but towards the east.</p>
4.2 Housing Diversity Report	The model to provide 10% of the overall housing stock as affordable housing.	The model to provide 10% of the overall housing stock <u>total number of dwellings</u> as affordable housing.	<p>Recommendation made by the Panel.</p> <p>The amended wording will provide further clarity within DPO15. The use of the word “dwelling” is the correct language used in the Yarra Planning Scheme.</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
			Officers agree with the amendment for the reasons listed above.
4.2 Economic assessment.	ECONOMIC ASSESSMENT An economic assessment must be prepared which identifies, as appropriate, viable employment generating uses for the site.	ECONOMIC ASSESSMENT An economic assessment must be prepared which identifies, as appropriate, viable employment generating uses for the site.	<p>Recommendation made by the Panel.</p> <p>It was considered by the Panel that sufficient economic assessment had already been undertaken to justify the amendment. The panel did not consider that further formalised assessment within the schedule was required.</p> <p>Officers support this view and recommend its removal.</p>
4.2 Transport Assessment	An existing conditions assessment	An existing conditions assessment, <u>including existing and approved vehicle and loading access arrangements in David Street via access from Doonside Street associated with the Victoria Gardens Shopping Centre with capacity to interact with traffic from the development.</u>	<p>Recommendation made by the Panel.</p> <p>Recommendation made following submission from SALTA properties.</p> <p>The Panel notes: <i>The Panel supports the use of Doonside Street for primary access for the subject land, subject to the need to ensure the ongoing functionality of this street as a loading route for the Victoria Gardens Shopping Centre. The revised wording of DPO15 also reflects a commitment by the Proponent to consult with this key stakeholder as agreed.</i></p>
4.2 Transport Assessment	Content not included as part of the exhibited DPO15.	<u>Consultation with the owner of the Victoria Gardens Shopping Centre</u>	<p>Recommendation made by the Panel.</p> <p>The use of Doonside Street for primary access for the subject land, subject to the</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
			need to ensure the ongoing functionality of this street as a loading route for the Victoria Gardens Shopping Centre.
4.2 Transport Assessment	Details regarding the impact on pedestrian and bicycle routes.	Details regarding the impact on Determine the likely increases to pedestrian and bicycle routes. <u>movements generated by the site and the likely distribution of those movements. Demonstrate how the subject site will prioritise those movements and provide convenient connections to existing infrastructure.</u>	Recommendation made by the Panel. Further refinements made following hearing expert transport evidence. Refinements will provide great clarity in the DPO15.
4.2 Transport Assessment	Content not included as part of the exhibited DPO15.	<u>Estimate the type and number of loading/unloading activities associated with the development and provide information on appropriate loading/unloading facilities to service the various uses proposed.</u>	Recommendation made by the Panel. Further refinements made following hearing expert transport evidence. Refinements will provide great clarity in the DPO15.
4.2 Green Travel Plan	A Green Travel Plan must demonstrate that the development supports sustainable transport alternatives to the motor car, provides on site car share spaces and provides bicycle parking and storage facilities. It must be prepared to the satisfaction of the Responsible Authority and prepared by a qualified traffic engineer.	A Green Travel Plan must demonstrate that the development supports sustainable transport alternatives to the motor car, provides on-site car share spaces and provides bicycle parking and storage facilities. It must be prepared to the satisfaction of the Responsible Authority and prepared by a qualified traffic engineer.	Recommendation made by the Panel. Green Travel Plan has been moved to <i>permit requirements</i> where the material provided will be better understood and used.
4.2 Comprehensive Heritage Analysis	A heritage impact statement must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority that:	A heritage impact statement <u>Comprehensive Heritage Analysis</u> must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority that <u>includes the following, having</u>	Recommendation made by the Panel. In consultation with heritage experts this section has been refined, with other parts having moved to the new <i>Heritage</i>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
	<ul style="list-style-type: none"> Assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places Addressesthe retention, restoration, redevelopment and adaptive reuse of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street); and heritage façade (Burnley Street); Assesses the impacts on the context and setting of heritage places in the vicinity of the site; Addresses the retention, recording and interpretation of links to the site's history and industrial past including interpretive panels depicting that past; and Provides a siteline analysis and 3D modeling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on heritage places, in particular 26 Doonside Street 	regard to the heritage expert assessments prepared for Amendment C223: <ul style="list-style-type: none"> written description of the heritage places; history of the heritage places; assessment of significance of individual elements; and copies of the existing Statements of Significance of HO252 and HO375. 	<i>Conservation Works</i> section and within the built form design guidelines.
4.2 Acoustic Report	Content not included as part of the exhibited DPO15.	Development that includes residential or other sensitive uses must be designed and constructed to include noise design and noise attenuation measures that achieve the noise levels that are calculated by applying	Recommendation made by the Panel. The Panel noted:

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DPO15	DPO15 for Adoption	Reason for Change
		<u>the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade (SEPP N-1). (or the equivalent environment reference standard to be introduced under the Environment Protection Amendment Act 2018). For the purpose of assessing whether the above noise standards are met, the noise measurement point shall be located inside a habitable room of a noise sensitive residential use with windows and doors closed.</u>	<p><i>Salta Properties is a key landowner in the precinct.</i></p> <p><i>Its concerns to protect future opportunities, including the ongoing operation of existing businesses, are reasonable.</i></p> <p><i>Appropriate wording has been refined to ensure suitable noise attenuation for new residential properties on the land, recognising the mixed use activity centre context.</i></p> <p>Officers agree with the explanation provided by the Panel.</p>
4.2 Acoustic Report	Content not included as part of the exhibited DPO15.	<u>An application for a planning permit that includes residential or other sensitive uses must be accompanied by an acoustic assessment, prepared by a qualified acoustic consultant that demonstrates how the noise attenuation measures will achieve noise levels (within any noise sensitive area) in accordance with the Built Form Guidelines.</u>	<p>Recommendation made by the Panel.</p> <p>The Panel noted:</p> <p><i>Salta Properties is a key landowner in the precinct.</i></p> <p><i>Its concerns to protect future opportunities, including the ongoing operation of existing businesses, are reasonable.</i></p> <p><i>Appropriate wording has been refined to ensure suitable noise attenuation for new residential properties on the land, recognising the mixed use activity centre context.</i></p> <p>Officers agree with the explanation provided by the Panel.</p>

Attachment 3 - Attachment 3: Comparison of Exhibition and Adoption DP015 Table

Clause and element of DPO	Exhibited DP015	DP015 for Adoption	Reason for Change
4.2 Community Consultation	The Development Plan shall be available for public inspection and submission for 28 days prior to its consideration by the Responsible Authority.	The Development Plan shall must be available for public inspection and submission for 28 days prior to its consideration by the Responsible Authority.	Recommendation made by the Panel. Officers support wording change.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

**Amendment C223yara Amendment
Documents for Adoption**

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C223YARA

EXPLANATORY REPORT

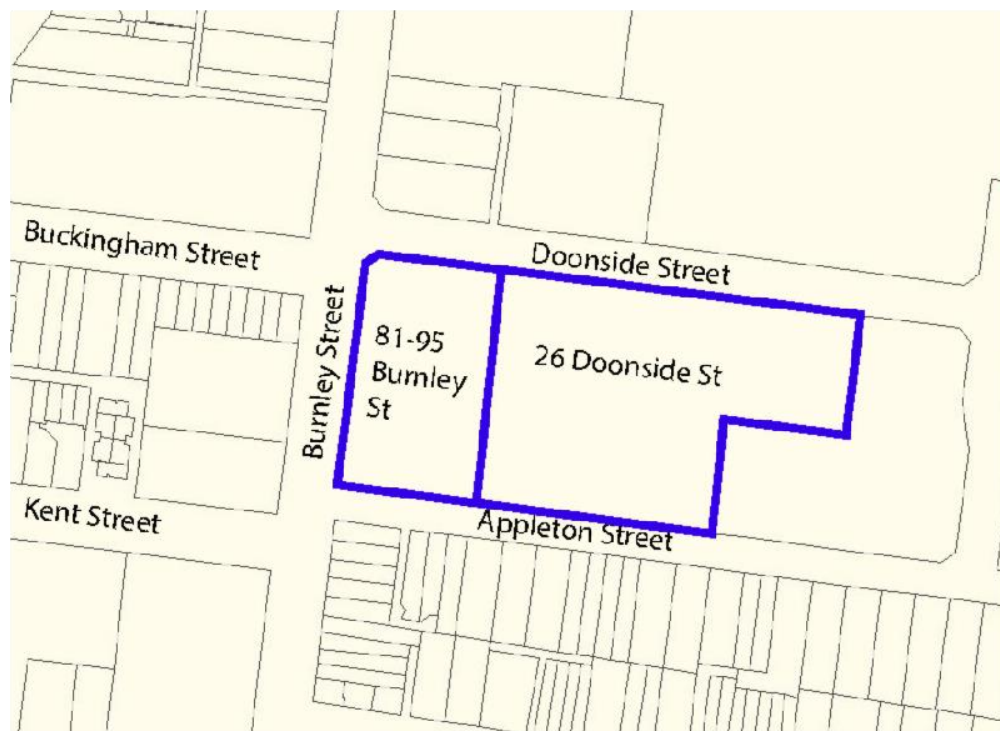
Who is the planning authority?

This amendment has been prepared by the Yarra City Council, which is the planning authority for this amendment.

The Amendment has been made at the request of Astrodome Hire Pty Ltd.

Land affected by the amendment

The amendment applies to the land know as 81-95 Burnley Street and 26 Doonside Street Richmond. A mapping reference table is attached at Attachment X to this Explanatory Report.]



What the amendment does

The Amendment proposes to make the following changes to the Yarra Planning Scheme:

- Rezones the land from Industrial 3 Zone (IN3Z) to Mixed Use Zone (MUZ).
- Applies the Development Plan Overlay Schedule 15 (DPO15) to the land.
- Applies an Environmental Audit Overlay (EAO) to the land.

Strategic assessment of the amendment

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

Why is the amendment required?

The proposed Planning Scheme Amendment is required to rezone the land from Industrial 3 Zone (IN3Z) to Mixed Use Zone (MUZ) and apply DPO15 and the EAO.

The proposed rezoning to MUZ is required to allow for the land to be used and developed for a mix of uses - residential and employment (retail and commercial).

The proposed rezoning supports the Victoria Street Structure Plan 2010 which identified the land for 'larger scale office and residential' as well as 'potential housing mixed with retail and businesses'.

Environmental Audit Overlay

The application of the EAO is required to manage any site contamination issues prior to a sensitive use (such as residential) commencing on the land and to meet the requirements of Ministerial Direction No. 1.

The introduction of an EAO would require an environmental audit to be undertaken on the land and for certificate or statement to be obtained from an environmental auditor in accordance with the *Environment Protection Act 1970*. The audit is carried out prior to the construction of the buildings and works in association with a dwelling or other sensitive use.

Development Plan Overlay

The application of the DPO is required to:

- Manage the built form of new development, with special consideration to sensitive residential areas to the south of the land along Appleton Street;
- Ensure that new development respects the heritage significance of the land;
- Provide direction on the location of land uses on the land and facilitates at least 9000sqm of employment generating uses;
- Provide a mechanism to deliver 10% affordable housing;
- Facilitate a new public park along Doonside Street, and a 9m wide pedestrian link between Doonside and Appleton Streets;
- Provide a mechanism for the delivery of traffic infrastructure to Doonside, Burnley and possibly Buckingham Streets; and
- Provide a mechanism for the delivery of public realm improvements and the requirement of a Public Realm Plan.

How does the amendment implement the objectives of planning in Victoria?

This Planning Scheme Amendment seeks to implement a number of objectives of planning in Victoria under Section 4 of the Planning and Environment Act, in particular:

- To provide for the fair, orderly, economic and sustainable use, and Development of land;
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- To facilitate development in accordance with the other objectives;
- To facilitate the provision of affordable housing in Victoria; and
- To balance the present and future interests of all Victorians.

The amendment seeks to replace a contextually outdated zoning (Industrial) with a more appropriate land use zone that encourages the creation of a dynamic mixed use environment that includes commercial, residential and retail activities. It will facilitate housing growth as well as economic growth, whilst providing for affordable housing and public open space for the local area.

How does the amendment address any environmental, social and economic effects?

Environmental Effects

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

The Amendment addresses any environmental effects or risks through the application of the Environmental Audit Overlay. Further, the amendment requires future development to support sustainable transport alternatives and demonstrate how it will achieve Environmentally Sustainable Design.

Social and Economic Effects

The amendment will have a range of positive economic and social effects including:

Encouraging a mix of uses within an identified Major Activity Centre with good access to public transport, services and shops.

- Built form requirements to protect the amenity of residential properties on the south side of Appleton Street
- Requiring 10% of the total number of dwellings be provided as affordable housing.
- Mandating at least 9,000m² of Gross Floor Area provided for employment generating activities
- The provision of new public open space
- The creation of a pedestrian link through the site and public realm improvements.
- The provision of a sensitive adaptive re-use of heritage buildings on the land.

Does the amendment address relevant bushfire risk?

The land affected by the Amendment is not located within an area of identified bushfire risk.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with Ministerial Direction No 1 – Potentially contaminated Land. The application of the Environmental Audit Overlay ensures that potentially contaminated land issues are addressed before development occurs.

The amendment is consistent with the Minister's Direction No. 9 Metropolitan Strategy. Plan Melbourne 2017-2050 gives strong policy support to facilitating housing growth in locations within underutilised areas of the community and those close to public transport and jobs. The Plan acknowledges the need to encourage greater amounts of affordable housing and for this to be achieved through the rezoning process. It emphasises the importance of providing for job and housing growth near activity centres and the creation of 20 minute neighbourhoods.

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act and with Direction 11 - Strategic Assessment under Section 12(2) of the Act. During the Amendment process, Direction No. 15 – The Planning Scheme Amendment Process, which sets times for completing steps in the Amendment process, will also be followed.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The main provisions of the PPF that are relevant to this amendment are:

Clause 11 - Settlement

Clause 11 requires planning to anticipate and respond to the needs of existing and future communities.

This amendment assists in the implementation of this policy by encouraging housing and employment growth towards established activity centres and supporting the areas shift from heavy industrial uses to a mix of office, residential and retail. The amendment will support the development and growth of the Victoria Street Major Activity Centre by providing housing, employment and open space.

Clause 15 - Built Environment and Heritage

Clause 15 requires planning to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

The amendment will enable a mix of uses, including residential, retail and office, and will provide for sensitive re-use of heritage buildings.

Clause 16 - Housing

Clause 16 requires planning to provide housing diversity that is integrated, accessible, sustainable and proximate to activity centres, public transport, schools and open space.

The land is located within an activity centre, offers good access to services and transport, and is identified.

Clause 17 - Economic Development

Clause 17 requires planning to provide for a strong and innovative economy and contribute to the economic wellbeing of the state.

The Development Plan Overlay encourages a net increase in employment uses on the land. The rezoning will assist in the efficient use of existing urban land in the Victoria Street Major Activity Centre.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment gives effect to several objectives under Clause 21 and 22 of the Yarra Planning Scheme including:

- Clause 21.03 (Vision) specifically identifies the land as a strategic redevelopment site.
- Clause 21.08 (Neighbourhoods) specifically identifies the land as suitable for rezoning to a Mixed Use Zone (MUZ).
- Clause 22.11 (Victoria East Precinct Policy) specifically identifies the land as a future mixed-use land use.

How does the amendment support or implement the Municipal Planning Strategy?

The Yarra Planning Scheme includes a Municipal Strategic Statement at Clause 21, the provisions of Clauses 23.01 and 23.02 apply.

The proposed amendment will support the Municipal Strategic Statement by:

- Assisting Yarra in providing additional housing growth in areas that have easy access to services, jobs and transport;
- Providing affordable housing;
- Ensuring Yarra's Activity Centres remain vibrant by increasing employment generating uses on the land;
- Recognising that the land has transitioned from industry to allow for modern enterprises;
- Assist in the retention and restoration of heritage assets located on the land;
- Providing additional public open space; and
- Managing increased traffic movements through the development of the land.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the VPP by: utilising a zone (MUZ) that encourages uses deemed as appropriate for the land; managing development through the application of a DPO; and managing potentially contaminated land through the application of the EAO.

Rezoning the land to a Mixed Use Zone will enable both residential and retail / commercial uses. In this case, the Mixed Use Zone is considered to represent the most appropriate tool within the Victorian Planning Provisions on the basis that:

- The land has been identified as a suitable for a future mixed-use precinct within the Victoria Street Structure Plan 2010 and the Yarra Planning Scheme;
- The land benefits from access to public transport, services, shops; jobs and regional open space;

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

- The Mixed-Use Zone enables the existing commercial functions of the site to continue, whilst also creating opportunities for further intensification of commercial uses.
- Rezoning to a Mixed Use Zone will assist in delivering housing and economic growth in line with State and Local Planning policies in a key urban area

The use of a Development Plan Overlay is an identified method of informing outcomes on the land by requiring the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.

The use of an Environmental Audit Overlay is an identified method within Ministerial Direction 1 Contaminated Land of ensuring that land is suitable for any future sensitive uses.

How does the amendment address the views of any relevant agency?

Known directions of relevant agencies have been incorporated into the proposal.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The proposed Amendment takes into account the proximity of the site to the arterial road network and extensive public transport and local pedestrian and bicycle connections to local amenity and facilities. It includes requirements for future development so that it will not have an adverse impact on the existing transport system.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

It is considered that the amendment will not have an impact on resource and administrative costs of the responsible authority.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Yarra's website at <https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/yarra-planning-scheme-and-amendments/current-amendments/amendment-c223-burnley-street>

And

The amendment is available for public inspection, free of charge, during office hours at the following places:

City of Yarra Customer Service Centres:

City of Yarra
Richmond Town Hall
Town Planning Counter
333 Bridge Road, Richmond 3121

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

Amendment C223yara - Instruction Sheet

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C223YARA INSTRUCTION SHEET

The planning authority for this amendment is the Yarra City Council.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached maps sheets.

Zoning Maps

1. Amend Planning Scheme Map No. 7 in the manner shown on the 1 attached map marked "Yarra Planning Scheme, Amendment C223yara".

Overlay Maps

2. Amend Planning Scheme Map No. 7DPO and 7EAO in the manner shown on the 2 attached maps marked "Yarra Planning Scheme, Amendment C223yara".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

3. In **Overlays** – Clause 43.04 – Development Plan Overlay, insert a new Schedule 15 in the form of the attached document.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

**Amendment C223yara
Schedule 15 to the Development Plan Overlay**

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption**AMENDMENT C223YARA**

C223yara

SCHEDULE 15 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO15**.

81-95 BURNLEY STREET AND 26-34 DOONSIDE STREET, RICHMOND**1.0**

C223yara

Objectives

None specified.

2.0

C223yara

Requirement before a permit is granted

A permit may be granted for the following before a development plan has been approved:

- Buildings or works necessary for existing businesses or uses to continue.
- Consolidation or subdivision.
- Removal or creation of easements or restrictions.
- Demolition or removal of buildings.
- The construction or carrying out of minor buildings or works, including site preparation.
- Buildings and works associated with or for the purpose of obtaining a certificate or statement of environmental audit under the *Environment Protection Act 1970*; or environmental matters pursuant to any successor legislation, including the *Environment Protection Amendment Act 2018*, where these works do not prejudice the preparation and approval of the Development Plan and the vision for the land set out in this overlay.

Before granting a permit the Responsible Authority must be satisfied that the permit will not prejudice the future use and development of the land and will not compromise the objectives for the site as set out in this schedule.

2.1**Section 173 Agreement to provide for affordable housing**

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987* which requires that the owner must facilitate the provision of 10 percent of the total number of dwellings (being the total number of dwellings provided within the DPO15 area) as affordable housing by:

- Entering into an arrangement with a Registered Agency under the Housing Act 1983 for the provision of the affordable housing within the DPO15 area to a Registered Agency; and/or
- Making other arrangements for the provision of affordable housing in conjunction with a Not for Profit (registered with the Australian Charities and Not-for-profits Commission) to the satisfaction of the Responsible Authority; and/or
- Making other arrangements for the provision of for the provision of Affordable Housing as defined at Section 3AA of the *Planning and Environment Act 1987*, to the satisfaction of the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into once a planning permit has been issued but prior to the endorsement of plans in accordance with the approved Development Plan.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

2.2 Section 173 Agreement to provide for public infrastructure

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987* for the provision of or a proportionate contribution to the following items of public infrastructure in accordance with the Public Realm Plan prepared and approved in accordance with this schedule. The works may include but are not limited to:

- Streetscape and public realm improvements to Doonside Street;
- Streetscape and public realm improvements to Appleton Street; and
- A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street, generally in accordance with the *Indicative Framework Plan* at Figure 1.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into once a planning permit has been issued but prior to the endorsement of plans in accordance with the approved Development Plan.

2.3 Section 173 Agreement for Traffic Impact Assessment Report works

The owner (or another person in anticipation of becoming the owner) must enter into an agreement with VicRoads and the Responsible Authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Traffic Impact Assessment Report prepared and approved in accordance with this schedule. The works may include but are not limited to:

- mitigating works required for each development stage in the Development Plan; and
- a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street if required, approved by VicRoads in consultation with the Responsible Authority.

The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

The Section 173 Agreement must be entered into once a planning permit has been issued but prior to the endorsement of plans in accordance with the approved Development Plan.

3.0 Conditions and requirements for permits

C223yara

3.1 Permit requirements

Except for a permit granted in accordance with Clause 1.0 of this Schedule, a permit must contain conditions that give effect to the provisions and requirements of the approved development plan.

3.2 HERITAGE IMPACT STATEMENT

A permit application must include, where relevant:

- A heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place.
- A sightline analysis and 3D modelling of the proposed development from key view points in the public realm to enable an assessment of the visual impact of the development on the heritage places within the site.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

3.3 HERITAGE CONSERVATION

A planning permit granted for the development of parts of the site within the Heritage Overlay must contain conditions requiring the permit holder to:

- Engage a suitably qualified person to:
 - prepare a schedule of conservation works for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street, including time frames for each action to the Responsible Authority's satisfaction;
 - undertake archival recordings of the heritage buildings (81-95 Burnley Street and 26-34 Doonside Street) to the responsible authority's satisfaction prior to any demolition on the site; and
 - prepare a heritage maintenance plan defining the ongoing cyclical repair and maintenance for the retained facades of the heritage buildings at 81-95 Burnley Street and the exterior form of the heritage building at 26-34 Doonside Street to the Responsible Authority's satisfaction.
- Require the permit holder to implement the conservation works and heritage management plan to the satisfaction of the Responsible Authority within the timeframes provided.

3.4 TRAFFIC IMPACT ASSESSMENT REPORT (TIAR)

A permit application must include a Traffic Impact Assessment Report (TIAR) prepared by a suitably qualified traffic engineer in consultation with the owners of the Victoria Gardens Shopping Centre. The TIAR must include all of the matters dealt with in the Traffic Works Assessment, as set out in 4.2 of this DPO, and include:

- Details of the proposed car parking and bicycle parking provision and anticipated traffic generation of the proposal the subject of the permit application.
- An assessment of the capacity of the existing road network to accommodate anticipated traffic generation.
- Any mitigation works necessary to accommodate the anticipated traffic generation.

3.5 GREEN TRAVEL PLAN

A permit application must include a Green Travel Plan that demonstrates that the development supports sustainable transport alternatives to the motor car, provides on-site car share spaces and considers the opportunity for bicycle parking and storage facilities. The Green Travel Plan must be prepared to the satisfaction of the Responsible Authority by a qualified traffic engineer.

4.0

C223yara

Requirements for development plan

A development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1, and the vision set out in this schedule, to the satisfaction of the Responsible Authority.

A development plan must be approved for the whole site, however the land may be developed in stages.

The development plan must include the following sections, all prepared to the satisfaction of the Responsible Authority:

4.1

Development Plan Vision

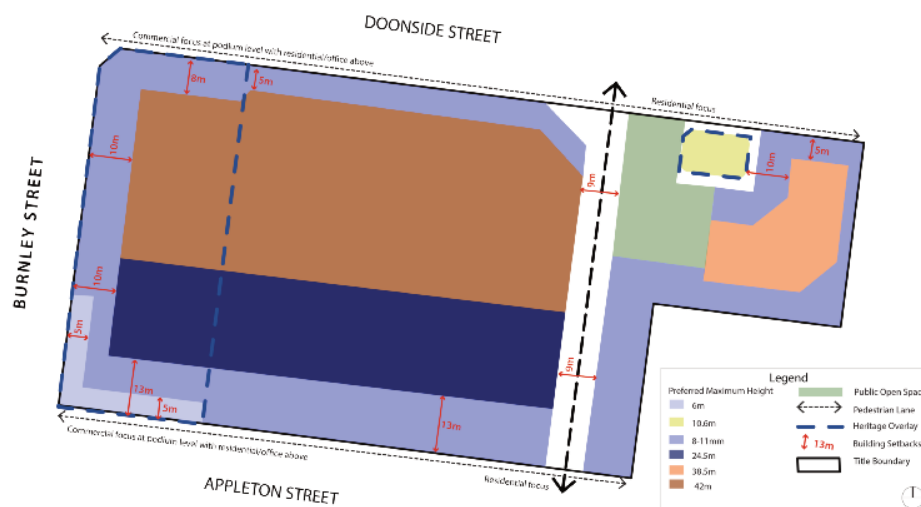
- To become a sustainable, mixed-use residential community, supported by convenience retailing services, community facilities, and employment opportunities augmenting the role of the Victoria Street Activity Centre.
- To recognise the opportunity of the site's activity centre context, whilst respecting the low rise residential development to the south.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

- To protect the reasonable amenity of residential properties on the south side of Appleton Street and to the east of the subject site.
- To provide improvements to the public domain, including pedestrian friendly environments along all street frontages, the provision of public open space and a pedestrian laneway.
- To provide a high standard of internal amenity, building separation and best practice environmentally sustainable design.
- To respect the scale and form of heritage places within and adjacent to the site.
- To provide for the conservation of heritage places within the site.
- To ensure that new development mitigates any adverse impact it may generate upon local traffic conditions.
- To ensure that the primary responsibility for noise attenuation rests with the agent of change.
- To ensure new development, does not unreasonably prejudice by way of reason of reverse amenity the ongoing operation of nearby existing commercial, industrial and warehouse businesses, including Victoria Gardens Shopping Centre.
- To provide for the sensitive adaptive re-use of heritage buildings in accordance with the Comprehensive Heritage Analysis referred to in Clause 4.2
 - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
 - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.

Figure 1: Indicative Framework Plan



4.2

Components of the Development Plan

SITE AND CONTEXT INFORMATION

A site analysis that identifies:

- the key attributes of the land and its context;
- existing or proposed uses on adjoining land;

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

- other neighbourhood features such as public transport, activity centres, walking and cycling connections; and
- important views to be considered and protected, including views of existing heritage buildings.

CONCEPT PLANS

Concept plans must include:

- The total number of dwellings across the entire site;
- The proposed use of each building and estimated floor area for each use;
- At least 9,000m² of Gross Floor Area provided for employment generating activities;
- An indication of the location and approximate commercial and retail yield for the site;
- A north south pedestrian lane :
 - with a minimum width of 9 metres;
 - that provides safe and pleasant pedestrian and cycling access between Doonside Street and Appleton Street;
 - that receives sunlight between 10am and 2pm at the equinox;
 - that remains publicly accessible to pedestrians at all times; and that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority services).
 - that will not be accessible by private vehicles at any time (with the exception of emergency services and public/authority services).
- The provision of at least 4.5% of the total site (576 square metres) for public open space which fronts Doonside Street and adjoins the pedestrian lane (or a higher percentage if contained in Clause 53.01 of the Yarra Planning Scheme at the time of subdivision). The plan must show the area of public open space in square metres and its percentage of overall site area;
- Indicative vehicular, pedestrian, cyclist and loading access points and connections; and
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.

BUILT FORM GUIDELINES

Built form guidelines to assist the implementations of the Vision which provide the following:

- Maximum building heights and envelopes responding to the site context;
- Building setbacks from street boundaries that ensure that new future development does not overwhelm the scale of the heritage buildings on the site and presents acceptably to lower scale buildings in the vicinity of the site, including dwellings on the south side of Appleton Street;
- Building setbacks from the facades of 81-95 Burnley Street that ensure the heritage building can be understood as having a three dimensional form;
- Preferred minimum upper level (above podium) setbacks of:
 - 13 metres from the Appleton Street site boundary.
 - 10 metres from the Burnley Street site boundary.
 - 8 and 5 metres from the Doonside Street site boundary.
 - 9m from habitable room windows or balconies of the Embassy building directly to the east and south.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

- Ensure new buildings are well spaced (preferred minimum 9 metres between buildings above podium);
- Buildings set back a minimum of 10 metres (above podium) from the heritage building at 26-34 Doonside Street;
- Inter-floor heights within the heritage buildings on the site to ensure they relate to the existing floor levels and/or fenestration patterns;
- Ensure the retention of key heritage fabric of:
 - the Appleton Street, Burnley Street and Doonside Street elevations of 81-95 Burnley Street (former Repco Factory) for the extent of the building within in heritage overlay; and
 - external form of 21 Doonside Street (former Repco Offices and Laboratories), while allowing for adaptive reuse.
- Active frontages to Burnley Street, Doonside Street, open space and the pedestrian lane, as appropriate;
- The design and use of materials must be respectful of the industrial heritage of the site and its surrounds to the north and east, as well as to the residential heritage to the south.
- Provide for high quality architecture and spaces throughout the site and respond to heritage places through, as appropriate:
 - Create an interesting and varied street wall and podium which is reinforced through a range of parapet heights and rebates of sufficient depth and texture to provide modulation in the street facade.
 - Use contemporary architectural detail which complements and responds to the significant elements of the heritage buildings
 - Avoid highly articulated facades above retained heritage buildings,
 - Ensure there is solid built form behind retained facades and avoid balconies behind existing openings. Provide high quality
 - Providing high quality treatments to the building facades facing the pedestrian lane and streets.
- Ensure car parking is screened by buildings and not clearly visible from the street, or otherwise located in basement areas;
- Ensure buildings are designed to ameliorate adverse wind conditions at street level, public spaces and lower level dwellings;
- Ensure buildings are designed along Appleton Street to break up the form of the street wall.
- Minimise vehicle access and traffic movements in Appleton Street.
- Ensure buildings are designed and spaced to create a visually interesting skyline, streetscape and coherent precinct.
- Ensure that site services and loading areas are carefully designed to minimise impacts on streetscapes, shared spaces and pedestrian footpaths and laneways.
- Buildings designed to ensure the effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial, industrial and warehouse businesses.
- To encourage sustainable transport initiatives.

SUPPLEMENTARY DOCUMENTATION

- Massing diagrams that model the proposed built form envelopes based on the indicative heights and setbacks;

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

- Shadow diagrams that demonstrate:
 - no overshadowing of private properties on the southern side of Appleton Street beyond that caused by a building of 11m when measured between the hours of 10:00am and 2:00pm at the September Equinox.
 - no overshadowing of the footpath on the western side of Burnley Street from 11 am at the September Equinox
 - appropriate access to sunlight within the proposed park between the hours of 10am and 2pm at the September Equinox to provide a reasonable standard of amenity and useability as a principally passive open space.
- Indicative palette of building materials and architectural treatments throughout the site.

OPEN SPACE AND LANDSCAPE

A Landscape Concept Plan must be prepared that provides:

- Indicative dimensions of open space in all parts of the site at ground level to the satisfaction of the Responsible Authority;
- An overall landscape masterplan for the site that includes landscape concepts for proposed open space and improvements along Appleton Street and Doonside Street;
- Deep planting opportunities for canopy trees within the proposed public open space, free from basement incursion;
- A written description of the management of the open space, pedestrian lane and other landscaped areas, including sustainable irrigation principles such as water sensitive urban design opportunities; and
- Details of how the Landscape Concept Plan responds to any requirements of the site remediation strategy for the land.

PUBLIC REALM PLAN

A Public Realm Plan must be prepared to the satisfaction of the Responsible Authority. The Public Realm Plan must detail how the development will contribute towards improving the public realm adjacent to the site and provide the following information:

- Principles for how future development will contribute to improving the public realm and promoting inviting, pedestrian-friendly public spaces.
- The locations of public realm infrastructure works such as footpaths, bike paths, street lighting and furniture, and street trees, including:
 - Streetscape and public realm improvements to Doonside Street;
 - Streetscape and public realm improvements to Appleton Street; and
 - A minimum nine (9) metre wide pedestrian lane connecting Doonside Street and Appleton Street generally in accordance with the *Indicative Framework Plan* at Figure 1.

HOUSING DIVERSITY REPORT

A Housing Diversity and Adaptability Report must be prepared to the satisfaction of the Responsible Authority which provides the following information:

- A demographic analysis of the types of people and households anticipated to live within the development based on the proposed dwelling design and bedroom mix.
- The model to provide 10% of the total number of dwellings as affordable housing.
- Demonstrate how the development plan responds to the particular housing needs of future residents across their lifetime.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

TRANSPORT ASSESSMENT

A Traffic Works Assessment (TWA) prepared by a suitably qualified traffic engineer to the satisfaction of the Responsible Authority and Vic Roads. The Traffic Impact Assessment must include:

- An existing conditions assessment, including existing and approved vehicle and loading access arrangements associated with the Victoria Gardens Shopping Centre with capacity to interact with traffic from the development.
- Details of any development staging.
- Consultation with the owner of the Victoria Gardens Shopping Centre
- A site layout plan showing convenient and safe primary vehicle access, including:
 - Primary vehicle access to and from Doonside Street;
 - Any vehicle access to Appleton Street to be a secondary access point;
 - No direct vehicle access to or from the site via Burnley Street.
- Details regarding the layout, cross section and function of any internal street or laneway network.
- On site car parking and bicycle parking provisions and allocations.
- Expected traffic volumes and impact on the existing road network, including but not necessarily limited to Doonside Street, Appleton Street and Burnley Street. This assessment is to include details of any assumptions relied upon.
- The TWA is to include consideration of any development stages and approved/current development applications within the immediate area surrounding the site. The assessment is to:
 - identify mitigating works required for each development stage in the Development Plan
 - assess whether a two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street is required and the trigger for providing the signalised intersection to the satisfaction of VicRoads
 - identify a new intersection layout and operation, if required, approved by VicRoads in consultation with the Responsible Authority.
- Details of any works or treatments proposed to Doonside Street or Appleton Street or the nearby road network.
- Determine the likely increases to pedestrian and bicycle movements generated by the site and the likely distribution of those movements. Demonstrate how the subject site will prioritise those movements and provide convenient connections to existing infrastructure.
- Measures to reduce conflict and improve pedestrian and bicycle amenity (if applicable).
- Indicative loading arrangements, with loading to be undertaken on site and conflict between the loading bay(s) and car parking areas and non-motorised transport to be minimised.
- Estimate the type and number of loading/unloading activities associated with the development and provide information on appropriate loading/unloading facilities to service the various uses proposed.
- Access to the site by trucks is to be via Doonside Street.
- Details regarding on-site waste collection, with waste vehicles accessing the site from Doonside Street.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

An environmentally sustainable design assessment must be prepared to the satisfaction of the Responsible Authority which sets out how future development may achieve:

- WSUD objectives and requirements pursuant to the planning scheme; and
- ESD objectives and requirements pursuant to the planning scheme

DRAINAGE

A drainage assessment must be prepared to the satisfaction of the Responsible Authority which includes:

- A catchment analysis of the existing storm water drainage system in Burnley Street and Doonside Street;
- A capacity assessment for the existing drainage system into which future development will be discharged; and
- A flood analysis which determines the overland flow depth within the road reserve during a 1 in 100 year flood.

COMPREHENSIVE HERITAGE ANALYSIS

A Comprehensive Heritage Analysis must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority that includes the following, having regard to the heritage expert assessments prepared for Amendment C223:

- written description of the heritage places;
- history of the heritage places;
- assessment of significance of individual elements; and
- copies of the existing Statements of Significance of HO252 and HO375.

ACOUSTIC REPORT

- Development that includes residential or other sensitive uses must be designed and constructed to include noise design and noise attenuation measures that achieve the noise levels that are calculated by applying the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade (SEPP N-1). (or the equivalent environment reference standard to be introduced under the Environment Protection Amendment Act 2018). For the purpose of assessing whether the above noise standards are met, the noise measurement point shall be located inside a habitable room of a noise sensitive residential use with windows and doors closed.
- An application for a planning permit that includes residential or other sensitive uses must be accompanied by an acoustic assessment, prepared by a qualified acoustic consultant that demonstrates how the noise attenuation measures will achieve noise levels (within any noise sensitive area) in accordance with the Built Form Guidelines.

DEVELOPMENT STAGING

A staging plan to provide an indication of the likely staging of the development of land, specifically:

- The expected sequencing of development;
- The expected sequencing of works identified in the Public Realm Plan approved in accordance with this schedule;
- Likely vehicle access points, road infrastructure works and traffic management; and
- Interface/access treatments.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

AMENDMENT C223YARA

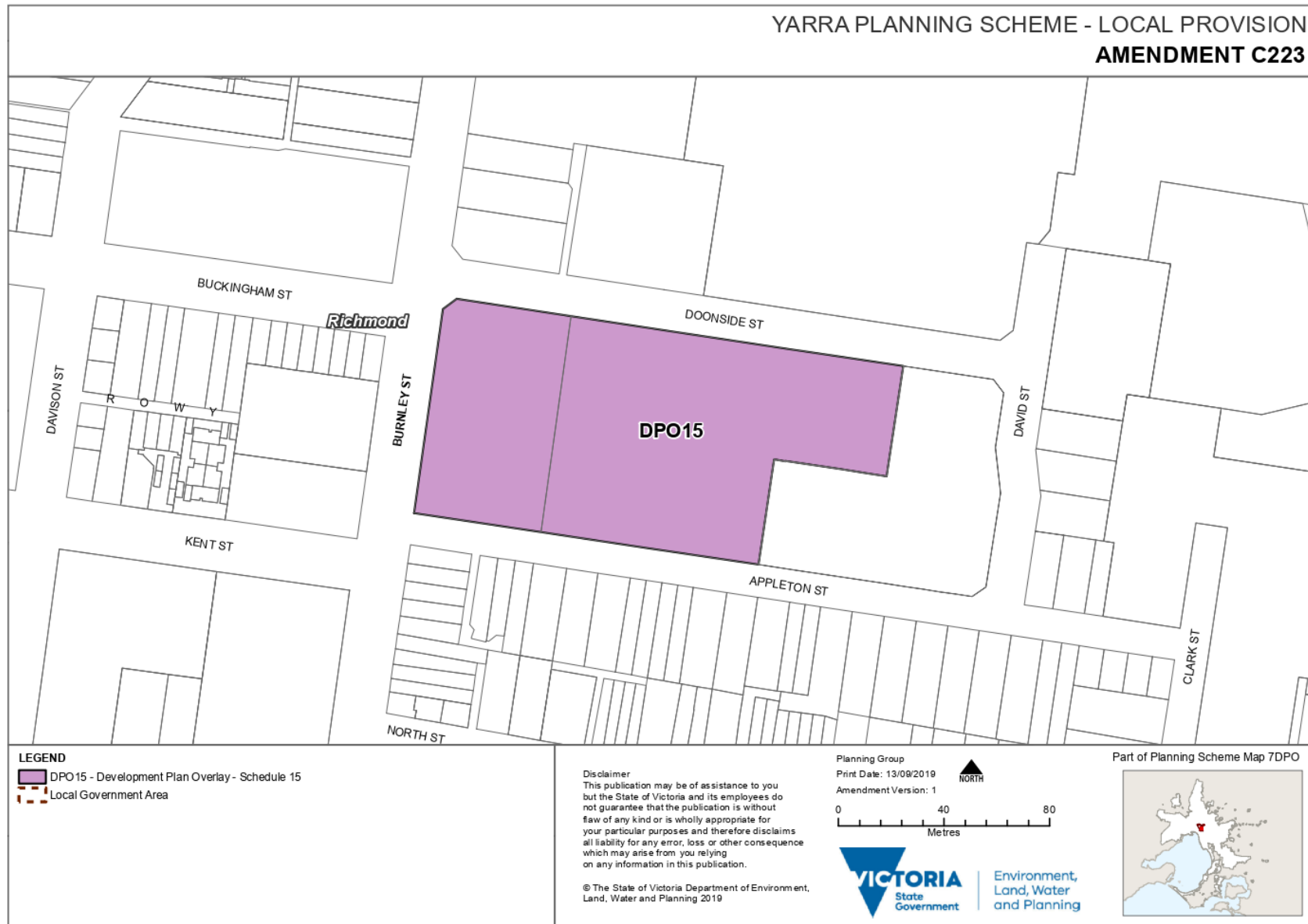
COMMUNITY CONSULTATION

The Development Plan must be available for public inspection and submission for 28 days prior to its consideration by the Responsible Authority. Any submissions must be considered by the Responsible Authority in its decision.

Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption

**Amendment C223yara
Amendment Maps**

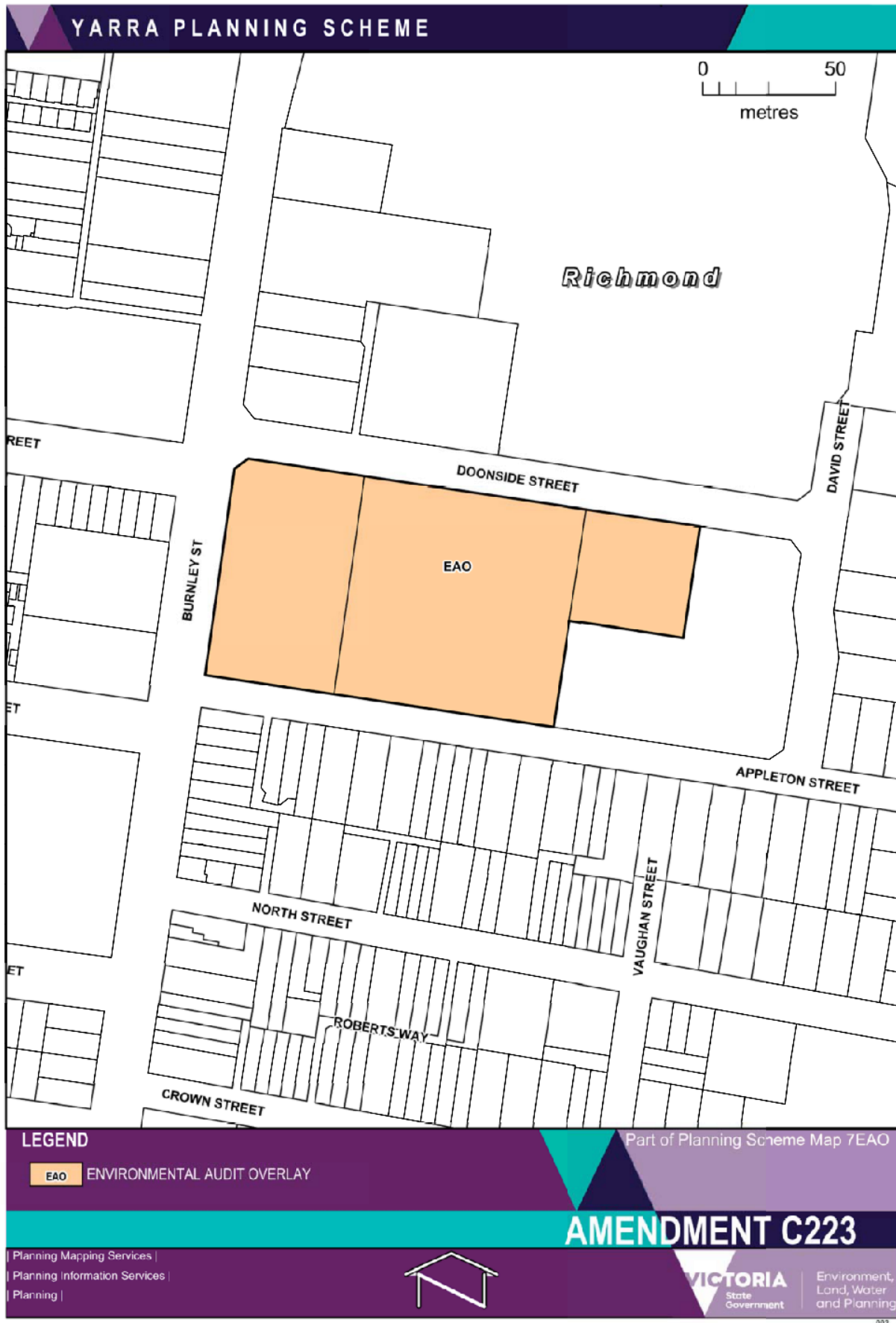
Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption



Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption



Attachment 4 - Attachment 4: C223yara Amendment Documents for Adoption



11.5 Amendment C286 Public Open Space Contributions

Executive Summary

Purpose

The purpose of this report is to obtain Council's endorsement to seek 'authorisation' from the Minister for Planning to prepare and exhibit Amendment C286 to the Yarra Planning Scheme.

Key Issues

The Amendment proposes to replace the current Schedule to Clause 53.01 which sets the public open space contribution rate at 4.5%, with a new schedule that sets the rates at 10%.

The Yarra Open Space Strategy 2020 (the Strategy) has been prepared over the past few years and now approved by Council on 1 September this year.

A new public open space contribution (POSC) rate is being proposed based on the recommendations and rationale outlined in the adopted Strategy.

Yarra currently applies a citywide POSC rate of 4.5% to residential land only. The updated Strategy is recommending a POSC rate that is closer to 10% that will apply to all land including commercial and industrial.

Financial Implications

A new POSC rate incorporated into the *Yarra Planning Scheme*, would provide an increased revenue stream for Council to deliver the projects listed in the Strategy in order to meet the needs of the population on whose behalf they are collected.

Overall, the projects in the Strategy would need to be funded from a mix of general rates revenue, grants and the public open space contribution rate.

The planning scheme amendment process will most likely lead to a Planning Panel which will require Council to engage lawyers to advocate Council's submissions and the engagement of the consultant team to present expert evidence to a panel.

PROPOSAL

Amend the Yarra Planning Scheme to increase the public open space contributions rate from 4.5% to 10.1%

11.5 Amendment C286 Public Open Space Contributions

Reference: D20/135904

Authoriser: Director Planning and Place Making

Purpose

1. The purpose of this report is to obtain Council's endorsement to seek 'authorisation' to prepare and exhibit Amendment C286 to the Yarra Planning Scheme.
2. The Amendment the proposes to replace the current Schedule to Clause 53.01 which sets the public open space contribution rate at 4.5%, with a new schedule that sets the rates at 10.1%.

Background

3. The Yarra Open Space Strategy 2020 (the Strategy) was adopted by Council at its Meeting on 1 September 2020.
4. The costed implementation program underpinning the adopted Strategy is focussed on Council owned and/or managed open space, and includes projects that are appropriate to be funded by public open space contributions.
5. The *Planning and Environment Act* considers fairness a fundamental objective of the Victorian Planning System, and the principles of *need, nexus, equity* and *accountability* are considered when preparing a POSC rate to ensure it is derived from an appropriate basis.
6. There are long standing legislative principles with respect to the POSC rate and the Strategy is based on these principles. The Strategy:
 - (a) provides a strategic assessment of open space needs for the future population of Yarra and recommendations for expenditure of contribution funds to meet the needs of the population on whose behalf the contributions are collected;
 - (b) supports a contribution rate that is strategically justified based on the value of open space projects;
 - (c) ensures that contributions are used for land acquisition and capital works (not maintenance);
 - (d) is based on the premise that contributions should not be used to make up historical deficiencies in open space provision; and
 - (e) expects contribution funding in established urban areas will generally need to be co-funded at some level with income from grants, rates or fees.

Implementation of the POSC rate

7. Once a subdivision rate is set in the planning scheme, the rate is applied to the 'site value' of the subject site. Council determines the form of the contribution that is required from each subdivision, whether land, cash or a combination of both.
8. The current contribution program has been successful in lifting the value of contributions and Yarra's open space reserve compared to the contributions that were being collected before the mandatory rate was introduced in the planning scheme following the adoption of the 2006 Open Space Strategy.
9. The contributions have helped Council fund its open space program via the implementation of the 2006 Strategy.
10. Council has an *Allocation of Moneys Received via the Public Open Space Requirement Policy* 2016 to guide the application of the POSC rate.

11. The existing program brings in an average of over \$4-5million per annum to provide open space improvements and additional space for new residents.
12. Currently about \$600 K is used towards capital works improvement projects and the remainder is set aside and accumulated for the future purchase of land for open space.
13. At June 30 2020, the public open space fund was at \$14.7million. In the past, the majority of the allocations were put towards capital projects, however, given the land costs in Yarra, it is recommended that a greater percentage of money will need to be held in reserve, and accumulated, if any new open space is to be developed through the purchase of land.
14. A key issue in implementing the 2006 Strategy was the difficulty in securing new land for open space. The majority of development sites are too small to contribute a viable parcel for public open space. In order to realise the open space requirements of the current and future Yarra community, there is a need to purchase land for new open space rather than solely rely on land contributions or conversions of Council land from another use.

Comparison with adjoining municipalities

15. Many inner Melbourne Councils have a scheduled open space contribution rate in their planning schemes. Recently, established rates are based on strategic open space studies that can be supported through the planning scheme amendment and Planning Panel process. See table below:

Municipality	Clause 53.01 type or location of subdivision	Rate
Yarra	Land or buildings intended to be used for residential purposes	4.5%
Banyule	A subdivision that creates more than one additional separately disposable parcel of land.	5%
Boroondara	None specified. Defaults to individual subdivision levies	None
Darebin	Sliding scale 2 to 5+ lots	2% - 5%
Maribyrnong	Subdivision of 10 lots or greater	5.7% where provided as a percentage of the site value of the land. 5.7% or greater to the satisfaction of Council where provided as land.
Melbourne	Fisherman's Bend High growth areas Moderate and low growth areas	8% 7.06% 5%
Moonee Valley	Subdivisions of greater than 10 lots	5 % where provided as a percentage of the site value of the land. 5% or greater subject to negotiation of the density and layout of the development where provided as land.
Moreland	12 suburb locations shown on map	2.5% - 6.8%

Stonnington	Low growth areas	5%
	High growth areas	8%

16. The Yarra schedule is the only one that confines the contribution schedule to residential subdivision.
17. The City of Monash and the City of Darebin are currently seeking to increase their POSC rates to 10.1% through a planning scheme amendment process.
18. The *Interim Panel Report* prepared for Monash in response to their amendment is instructive as it is the most recent indication of a Panel's approach to considering higher contribution rates. The Panel recommended the Amendment documents be reviewed and an implementation plan be developed and used as a basis for the calculation of their open space levy. They also needed to justify the application of the same open space levy rate to residential and non-residential subdivisions.
19. The methodology and background analysis work prepared by Yarra's consultants would satisfy the queries that are currently being raised at the Monash Planning Panel. The consultants' work has been tested at previous Panels and has been successful.
20. It contains a costed implementation program based on the principles set out in the Strategy. The analysis to develop the recommendations and determine the POSC rate is rigorous and strategically sound.
21. Extensive community consultation was undertaken to understand the values and use of open space by both the residential and employment communities, and to then develop the precinct recommendations and the implementation program in the Strategy.

Methodology to derive the POSC rate

22. The Strategy establishes the need for more open space, or open space improvements, in response to population growth and change.
23. The open space projects recommended in the Strategy are determined via the open space needs assessment process. This includes:
 - (a) determining the open space needs of the existing residential and employment populations;
 - (b) an analysis of the existing Yarra open space network, and
 - (c) mapping the extent and spatial distribution of the forecast change through the population and dwelling data provided by id. Consulting for the time period, between 2016-2031, and the employment and floor space data provided in the *Spatial Economic and Employment Strategy 2018* (SEES) developed by SGS.
24. The recommendations derived from this analysis include upgrades to the existing open space network, and provision of new open space, based on the research described above.
25. The costs for each project is apportioned between the existing and forecast population, based on the anticipated need and benefit derived from each project.
26. Where a recommendation has been made to develop new open space and a land acquisition is required, the cost of purchasing land has been included in the costings. Council will need to pay market value for these sites. The Capital Improved Value (CIV) has been used instead of the undeveloped land value, and a 30% margin has been added on top of this to accommodate the actual cost to Council in purchasing new land for public open space.
27. The cost of purchasing new land for open space is the highest cost item when establishing the costings for the Strategy.
28. A spatial demographer, Dr Serryn Eagleson was engaged to assist in this work, to map the footprint of the growth and determine the land area requirements for the growth projections in Yarra.

29. The value of the land was determined based on Council's property rate valuations as the contribution rate is applied to site value.

Note: using a single citywide POSC rate will safeguard against inevitable future growth and any potential to underestimated forecast growth – that is, the single rate mechanism will mean all developments will contribute 10.1%.

30. The single 10.1% rate would serve the public open space program into the next decade and beyond. Variations in private development decisions over time are ironed out with the single rate and would, in the long run, provide a more robust funding stream for public open space improvements.
31. It is noted that the former Amcor Alphington Paper Mill site, and the former Fitzroy Gasworks Site, would be exempt from a POSC rate application as their open space contribution requirements have been negotiated separately.

Next Steps

32. Following 'authorisation' by the Minister for Planning, the amendment will be put on public exhibition. It is unlikely the amendment will be 'authorised' before the end of the caretaker period. Nevertheless, exhibition will not take place until after the caretaker period.
33. A report will then be brought to Council to consider any submissions, and if required, refer the amendment to an independent Planning Panel for consideration.
34. A further report will then be presented to Council to consider the Panel's report and recommendations.

External Consultation

35. An extensive consultation and engagement program was delivered as part of the development of the new Open Space Strategy.
36. The Technical Report contains information on the method to develop a new open space contribution rate, and how it will be applied. This was made public during the consultation period from 20 January, 2020 and is still available to download and view on the project's *Your Say Yarra* Page.
37. The report indicates a new POSC rate in the order of around 10% is expected in Yarra.
38. During the planning scheme amendment process, the documents will be made public in the exhibition period and the wider community will be able to interrogate the method used to derive the POSC rate.

Internal Consultation (One Yarra)

39. A project working group has guided the development of the Strategy since its inception. It includes members from:
 - (a) Finance;
 - (b) Statutory Planning;
 - (c) City Strategy;
 - (d) Recreation and Leisure;
 - (e) City Works;
 - (f) Property;
 - (g) Urban Design;
 - (h) Strategic Planning;
 - (i) Communications and Engagement; and
 - (j) Open Space Planning and Design.
40. The working group has been supportive of a higher POSC rate and the methodology used to derive the POSC rate.

41. The POSC rate options have been presented to the Executive Team and they are supportive of the adoption of a 10.1% POSC rate.

Financial Implications

42. When the new POSC rate is incorporated into the *Yarra Planning Scheme*, it will provide an increased revenue stream for Council to deliver the projects listed in the Strategy in order to meet the needs of the population on whose behalf they are collected.
43. The new POSC rate will also allow the levy to be applied to residential and non-residential developments instead of restricting it to only residential developments.
44. It is recommended a large percentage of the fund is accumulated and held in reserve to acquire land for the development of new open space. NB. At June 30, 2020, the reserve fund is at \$14.7M.
45. Overall, the projects in the Strategy would need to be funded from a mix of general rates revenue, grants and the public open space contribution rate.

Economic Implications

46. A new POSC rate in the Yarra Planning Scheme would apply to both commercial and residential development, but would mainly affect general residential development and provide greater funding in order to meet the community's open space needs.
47. It is noted that an increase in the contribution rate would be an additional cost on development and may affect some development proposals.
48. Overall the evidence used in developing the Strategy demonstrates the need for an increased contribution rate in order to meet the additional community needs resulting from development.

Sustainability Implications

49. The new POSC rate would support the implementation of the Strategy.
50. Many Council strategies will achieve their sustainability actions through the open space network. This includes:
 - (a) developing biodiversity corridors;
 - (b) creating opportunities for sustainable water management; for example, through passive irrigation or storm water harvesting; and
 - (c) reducing the urban heat island effect by creating more permeable surfaces in parks which also provides the opportunity to plant larger canopy trees that cannot always be achieved through the streetscape network.

Climate Emergency Implications

51. The new POSC rate would support implementation of the Strategy, and allow mitigation measures to be built into Yarra's infrastructure and provide long term positive environmental impacts.

Social Implications

52. Yarra's open space network provides a setting where the diverse community can converge and socialise if they choose to in a free, safe and welcoming environment, in a number of different ways.
53. The open space network provides varied opportunities for childhood development and growth. Being outdoors is an important part of early years learning.
54. Measures to manage perceptions of safety and equity across the open space network needs to be managed through the ongoing implementation of the Strategy and also aligned to the directions of many other relevant Council strategies.

55. There a number of key Council strategies and policies that are important companion documents for the enhancement, safety and recreation in open space areas for the community and the environment - for instance, the Urban Forest Strategy, Climate Action Plan, draft Nature Strategy, strategies under preparation by Council's recreation team and related community wellbeing related strategies.
56. These collective strategies and policies will be considered by the organisation when considering various matters including the planning, improvement and provision of new open spaces in the municipality.

Human Rights Implications

57. The upgrade and improvement of the open space network through the application of the new POSC rate would provide support to the Yarra community and enhance their quality of life and liveability of the City.

Communications with CALD Communities Implications

58. Feedback was sought from the CALD community through service providers and agencies.

Council Plan, Strategy and Policy Implications

59. The new POSC rate would enable and assist in the implementation of the Strategy. This is linked to the seven priority areas of the Council Plan as detailed in the table below:

<i>Council Plan Objective</i>	<i>How the Strategy will meet the objective</i>
A healthy Yarra <i>1.1 Maintain and enhance Yarra's open space network to meet the diverse range of community uses.</i> <i>1.1.1 Increase the amount and quality of green open space through the strategic acquisition of land, the conversion of urban land to open space and/or the creation of pocket parks in high density areas.</i> <i>1.1.2 Develop an open space strategy to ensure Yarra's public open space is managed as a functional network that encourages shared use and active living.</i> <i>1.1.3 Undertake community education to promote understanding and greater acceptance of multiple use infrastructure including open space.</i>	<p>Upgrade existing open spaces to encourage the community outdoors to exercise and socialise in them.</p> <p>Provide additional public open space so that everyone lives and works within a safe and easy walk to open space.</p> <p>Encourage greening of open space so open space contributes to urban cooling.</p> <p>Protect and improve habitat and biodiversity values of open space including along the waterway corridors and across the network where appropriate.</p>

Council Plan Objective	How the Strategy will meet the objective
An inclusive Yarra <i>2.1 Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community</i>	<p>Open space is for everyone in Yarra's diverse community, including all ages, abilities and cultures.</p> <p>Open space is accessible to everyone and requires no membership of an organisation or payment to use it.</p> <p>Everyone lives and works within a safe and easy walk of open space.</p>
A sustainable Yarra <i>3.1 Investigate strategies and initiatives to better manage the long term effects of climate change.</i> <i>3.5 Promote responsible water usage and practices.</i> <i>3.7 Investigate strategies and initiatives to improve biodiversity.</i>	<p>Encourage use of sustainable materials in open space.</p> <p>Maximise urban greening.</p> <p>Protect and improve habitat and biodiversity values of open space including along the waterway corridors and across the network where appropriate.</p>
A liveable Yarra <i>4.3 Plan, promote and provide built form and open space that is accessible to all ages and abilities.</i>	<p>Identify the need for and areas where new open space is required in response to the <i>Yarra Housing Strategy 2018</i> and the <i>Yarra Spatial Economic and Employment Strategy 2018</i>.</p> <p>The design guidelines require the inclusion of sustainable water re-use and urban greening including additional large canopy trees to promote the role of open space in mitigating urban heat island effect.</p>
A prosperous Yarra <i>5.2 Strengthen and monitor land use change and economic growth including new and emerging economic clusters.</i> <i>5.4 Develop Innovative Smart City solutions in collaboration with government, industry and community that use technology to embrace a connected, informed and sustainable future.</i>	<p>Open space is able to attract employees and visitors to Yarra, increasing visitation and economic activities.</p> <p>The actions in the proposed Strategy are costed and form the basis of the open space contribution rate that is included in the Strategy.</p> <p>Growth projections will be monitored over the life of the Strategy. Recommendations may shift as required depending on changes in projected growth.</p> <p>The Strategy provides certainty for Council, the community and developers regarding the location and type of new open space that is required over the 10 year timeframe of the Strategy.</p> <p>Smart City solutions (use of technology) will be considered and applied to the development of new open space and linear trails where applicable.</p>

Council Plan Objective	How the Strategy will meet the objective
<p>A connected Yarra</p> <p><i>6.5 Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness.</i></p>	<p>Strengthen the linear connections and sustainable transport options to open space sites.</p> <p>Shared trails are safe and able to be used by a range of community members.</p> <p>Open space sites will be easy to walk to through a safe and amenable street network.</p> <p>Provide bike parking facilities at key open space sites.</p> <p>Enhance the biodiversity corridors in Yarra.</p>
<p>A leading Yarra</p> <p><i>7.4 Ensure Council services are efficient, well-planned, accessible, and meet community needs.</i></p> <p><i>7.5 Provide the community with meaningful and genuine opportunities to contribute and participate in Council planning and decision making processes with a focus on young people, hard to reach and traditionally underrepresented communities.</i></p> <p><i>7.8 Continue a 'customer centric' approach to all service planning and delivery.</i></p> <p><i>7.9 Advocate for the best interests of our community.</i></p>	<p>The proposed Strategy is based on community engagement feedback and best practice provision of open space and facilities in established areas and high density precincts.</p> <p>The community will be engaged on a project basis during the implementation of the Strategy and their responses and experiences will form the base of future planning and design work.</p> <p>Community satisfaction standards will be measured through the <i>Annual Customer Satisfaction Survey</i>.</p>

Legal Implications

60. Council's lawyers are familiar with the consultants' methodology and have previous experience working with them and advocating increases in contribution rates at Planning Panels. They support Option 1 being put forward through a planning scheme amendment.
61. The planning scheme amendment process will most likely lead to a Planning Panel which will require Council to engage lawyers to advocate Council's submissions and the engagement of the consultant team to present expert evidence to a panel.

Other Issues

62. The recently adopted Yarra Open Space Strategy would be available for persons to note when the amendment documents are on public exhibition.
63. A report detailing the methodology employed, and the calculations upon which the 10.1% POSC rate is based, should also be placed on exhibition with the amendment documents.

Conclusion

64. The methodology used by the consultant team to develop the revised POSC rate in Yarra is a tried and tested method that has been supported previously at several Planning Panels.
65. The POSC rate is strategically justified, and based on the costed implementation plan in the Strategy, as well as the growth projections for the residential and employment community to 2031.

66. A single citywide rate of 10.1% is seen to be the most appropriate contribution rate for Council to apply in order to ensure an equitable POSC rate is applied when land is subdivided in Yarra.
67. Given the change in the patterns of use of open space since the development of the 2006 Strategy, the POSC rate will be used to enable and support the open space requirements of both the residential and employment community and be applied to all subdivisions in Yarra.

RECOMMENDATION

1. That Council note:
 - (a) the officer report outlining the proposed public open space contributions rate for the municipality;
 - (b) the proposed open space contribution rate is a municipal wide contribution rate applicable to all subdivisions in Yarra; and
 - (c) the open space contribution rate proposed is derived from the methodology of the Open Space Strategy adopted by Council on 1 September, 2020.
2. That Council resolves to propose an open space contribution rate of 10.1% as part of the Yarra Planning Scheme.
3. As the planning authority, apply to the Minister for Planning (**Minister**) under section 8A of the Planning and Environment Act 1987 (Vic) (**Act**), for authorisation to prepare the Amendment;
4. If authorisation to prepare the Amendment is received under section 8A of the Act,
 - (a) as the planning authority, prepare the Amendment in accordance with section 8A(2) or section 8A(7) of the Act as relevant;
 - (b) authorise officers to make changes to the draft Amendment documentation at Attachments 1 to 3 as required prior to exhibition of the Amendment to correct any administrative errors and to meet any conditions the Minister imposes through authorisation;
 - (c) endorse, for the purpose of exhibition, the draft Amendment documentation at Attachments 1 to 3, subject to any changes required under (d)(ii) above; and
 - (d) exhibit the Amendment in accordance with sections 17, 18 and 19 of the Act for a period of 4 weeks.
5. That following the exhibition of Amendment C286 a report be provided to Council on any submissions received.
6. That the Yarra Open Space Strategy, and report detailing the methodology employed and the calculations upon which the 10.1% POSC rate is based, be placed on exhibition with the amendment documents.

CONTACT OFFICER: Michael Ballock
TITLE: Executive Planner Strategic Projects
TEL: 9205 5669

Attachments

- 1 [1](#) Attachment 1 - Yarra C286 - Explanatory Report
- 2 [2](#) Attachment 2 - Yarra C286 - Instruction Sheet
- 3 [3](#) Attachment 3 - Yarra C286 - Schedule to clause 53_01

Attachment 1 - Attachment 1 - Yarra C286 - Explanatory Report

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C286

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by Yarra City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Yarra City Council

Land affected by the amendment

The amendment applies to the whole municipality.

What the amendment does

The amendment seeks to implement the recommendations of the Yarra Open Space Strategy (2020) and update the public open space contribution rate for all subdivisions.

The amendment:

- Amends the Schedule to Clause 53.01 to require that all subdivision provides a public open space contribution at a rate of 10.1%.

Why is the amendment required?

The forecast development over the next 15 years is significant with a 40 per cent increase in the resident population and a 47 per cent increase in the worker population visiting and using open space, thereby increasing demand on the existing space and facilities. The extent of forecast growth changes across different parts of the City. Less than 10 per cent growth is forecast in Princes Hill-Carlton North, compared to 106 percent in Cremorne-Richmond South-Burnley and 214 per cent in Fairfield-Alphington.

Over 85 per cent of Yarra's population live in medium and high density dwellings compared to 33 per cent in Greater Melbourne. This means that residents have less private open space available to them which increases their reliance on public open space. Typically, this adds to the amount of people using public open space and increases the diversity of reasons why they use it.

In calculating an appropriate contribution rate the Yarra Open Space Strategy considered several factors including:

- The existing open space reserves, their function, location and qualities, and the improvements to open space that the City of Yarra has undertaken since the adoption of the 2006 Strategy.
- The significant population growth, demographic change and land use change that has occurred in Yarra since the adoption of the 2006 Strategy.
- The increased open space use by the employment population in Yarra.
- The substantial redevelopment that will occur in Yarra in the short and medium term, leading to the forecast increases in both residential and employment populations.
- The need for the City of Yarra to acquire land for new open space and fund capital improvements to open space based on the detailed analysis undertaken for this Strategy.
- The value of providing an updated set of open space upgrades and new open space to respond to the changes in Yarra for a 15 year period to 2031 and beyond.
- The expectation that contributions should fund a reasonable proportion of the future open space program having regard to population growth and demographic changes, so that the open space

Attachment 1 - Attachment 1 - Yarra C286 - Explanatory Report

contributions levied provide for the open space needs of the population on whose behalf the contributions are collected.

- The value of land purchase for new open space is to be included in the calculation of the new contribution rate.
- The application of the rate to all eligible subdivisions in the City of Yarra irrespective of land use type.

Many of the areas in the City that are forecast to change are the former industrial and manufacturing areas. These areas are being redeveloped to mixed use precincts with a combination of residential, commercial and business use. Historically, the industrial areas did not have public open space. With the proposed changes, these areas are being redeveloped with increased building heights and a change to a predominantly office-based professional workforce. Surveys undertaken as part of the Development of the Yarra Open Space Strategy found that more than 80 per cent of workers visit public open space during the day. With increased numbers of people working and living in the former industrial precincts there is a need to provide new areas of public open space.

The Amendment is required to better meet the public open space needs within the City of Yarra of a growing population. The City of Yarra's Open Space Strategy (YOSS) was adopted in September 2020. The YOSS identifies the public open space needs of existing and future residents of Yarra, gaps in the provision of public open space and opportunities to address those gaps. Currently the amount, quality and accessibility of open space varies considerably across the suburbs of Yarra.

A contribution rate of 10.1 percent has been determined as necessary to deliver a reasonable standard of open space provision across the whole of Yarra and reflects the need to ensure that all residents in the future have contributed to providing an appropriate level of public open space and facilities.

How does the amendment implement the objectives of planning in Victoria?

The Amendment implements the objectives of planning in Victoria contained in Section 4 of the Planning and Environment Act 1987, in the following ways:

- Providing an equitable method to collect contributions for public open space based on the need created by the new development.
- Providing certainty and consistency as to the required public open space contributions.
- Providing public open space to meet the needs of the future population.

How does the amendment address any environmental, social and economic effects?

Environmental Effects

The Amendment provides the opportunity for new public open space and the ability to upgrade existing open space. Open space is aesthetically pleasing, it can minimise the impacts of climate change and increase opportunities for active travel. Open space can also include areas of high value vegetation that can be conserved and provide new open space links to improve habitat corridors.

Social Effects

The Amendment will provide a strong benefit for the community through the provision of new public open space and the upgrade of existing open space. Open space provides for a range of social and community benefits by increasing social interaction, improving physical and mental health and providing for sporting pursuits and recreation.

Economic Effects

The Amendment will result in more accurate financial resources to fund public open space projects. It will also provide certainty to developers allowing improved cost planning and a more equitable means of distributing costs.

Does the amendment address relevant bushfire risk?

The Amendment does not affect any areas of identified bushfire risks and has no implications.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

Attachment 1 - Attachment 1 - Yarra C286 - Explanatory Report

The Amendment complies with the requirements of Ministerial Directions on the Form and Content of Planning Schemes.

The Amendment is affected by Ministerial Direction 9 Metropolitan Strategy. The amendment is consistent with this Ministerial Direction as it:

- Provides a greater understanding of public open space needs for the City of Yarra.
- Increases the availability, usability and access to public open space.
- Provides opportunities for social interaction.
- Greens the urban environment.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The Amendment supports the Planning Policy Framework, in particular the following:

- Clause 12: Environmental and Landscape Values, in particular the objective in Clause 12.05-2S for Landscapes which is *'to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.'* The amendment supports this objective by ensuring natural features are protected and enhanced.
- Clause 15: Built Environment, in particular the objective in Clause 15.01-3S for Subdivision Design, which aims to *'ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods'* and Clause 15.01-04S for Healthy Neighbourhoods, which aims to *'achieve neighbourhoods that foster healthy and active living and community wellbeing'*. The amendment supports these objectives by promoting a diversity of public open space to support future subdivision development that foster a healthy lifestyle and achieve community benefit from well-designed neighbourhoods.
- Clause 19: Community Infrastructure, in particular the objective in Clause 19.02-6S for Open Space, which aims to *'establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.'* The amendment supports this objective by seeking to protect and expand the public open space network to address the current and future gaps of provision.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment supports Clause 22.12 of Yarra's Municipal Strategic Statement which addresses open space contributions. This includes the following objectives:

- To implement the Yarra Open Space Strategy.
- To identify when and where land contributions for public open space are preferred over cash contributions.
- To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.

The Amendment supports these objectives by:

- Addressing current and future gaps in the provision of public open space to support the needs of new residents.
- Ensuring that adequate public open space is provided for development, including sites that seek higher residential densities.
- Improving the diversity, functionality and inclusiveness of public open space facilities and landscape settings to meet the needs of the community.

Does the amendment make proper use of the Victoria Planning Provisions?

The Schedule to Clause 53.01 is specifically provided in the Victorian Planning Provisions to allow Councils to establish open space contribution rates appropriate for their local circumstances. It is the

Attachment 1 - Attachment 1 - Yarra C286 - Explanatory Report

most appropriate tool to guide decision making in determining where land and financial contributions should be sought.

How does the amendment address the views of any relevant agency?

The views of any relevant agency will be sought during the exhibition of the Amendment.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

This Amendment does not have any significant impacts on the objectives and decision making principles set out in the Transport Integration Act 2010.

Resource and administrative costs

The Amendment will not have a significant impact on the resource and administrative costs of the responsible authority as there is a process in place to gather public open space contributions under Clause 53.01 of the Monash Planning Scheme.

Where you may inspect this amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Planning Counter Richmond Town Hall 333 Bridge Road Richmond	Bargoonga Ngangin Fitzroy North Library 182 St Georges Road Fitzroy North
Fitzroy Library 128 Moor Street Fitzroy	Collingwood Town Hall 140 Hoddle Street Abbotsford

and Planning website at www.delwp.vic.gov.au/public-inspection or on the City of Yarra website at <https://www.yarracity.vic.gov.au/the-area/planning-for-yarras-future/yarra-planning-scheme-and-amendments/current-amendments>

Submissions

Any person who may be affected by the amendment make a submission to the planning authority. Submissions about the amendment must be received by [\[insert submissions due date\]](#)

A submission must be sent to:

Strategic Planning Unit
Yarra City Council
PO Box 168
Richmond VIC 3121

Or via email: info@yarracity.vic.gov.au (please use Amendment C286 in the subject header)

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: [\[insert directions hearing date\]](#)
- panel hearing: [\[insert panel hearing date\]](#)]

Attachment 2 - Attachment 2 - Yarra C286 - Instruction Sheet

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C286

INSTRUCTION SHEET

The planning authority for this amendment is the Yarra City Council

The Yarra Planning Scheme is amended as follows:

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In **Particular Provisions** – Clause 53.01, replace the Schedule with a new Schedule in the form of the attached document.

Attachment 3 - Attachment 3 - Yarra C286 - Schedule to clause 53_01**YARRA** PLANNING SCHEME30/07/2018
VC148**SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION
AND SUBDIVISION****1.0****Subdivision and public open space contribution**Proposed
C286yarr

Type or location of subdivision	Amount of contribution for public open space
All land	10.1%

11.6 Yarra Nature Strategy 2020-2024; Final Strategy for consideration and adoption

Executive Summary

Purpose

To present the Yarra Nature Strategy: Protecting Yarra's Unique Biodiversity 2020 - 2024, for final consideration and adoption.

Key Issues

The attached copy of the Yarra Nature Strategy will undergo final editing and formatting to align with Yarra's Style Guide prior to printing and publishing online.

Financial Implications

Delivery of the Yarra Nature Strategy actions will commence following adoption, commencing September 2020. The actions for the remaining 9 months of Year 1 (2020/21) of the Yarra Nature Strategy will be delivered, utilising existing resources, primarily by the Biodiversity and Urban Agriculture Unit using existing staff and funding. Budget bids will be prepared for the resources required to deliver actions in subsequent years of the Yarra Nature Strategy. These would be considered by Council as part of the annual budget process each year. This is expected to be supplemented by external funding, sourced through grants.

PROPOSAL

That:

- (a) Council adopt the Yarra Nature Strategy: Protecting Yarra's Unique Biodiversity 2020 – 2024; and
- (b) Endorse the Director City Works and Assets to make or approve any minor changes in editing and formatting to finalise the Strategy for publication.

11.6 Yarra Nature Strategy 2020-2024; Final Strategy for consideration and adoption

Reference: D20/139789

Authoriser: Director City Works and Assets

Purpose

1. To present the Yarra Nature Strategy: Protecting Yarra's Unique Biodiversity 2020 - 2024, for final consideration and adoption.

Background

2. In 2013, the Yarra Environment Strategy 2013-2017 was developed in conjunction with the community and key stakeholders, via an extensive engagement and consultation process and review of existing Council actions and plans.
3. Feedback from the Yarra Environment Strategy consultation process recognised that a Biodiversity Health Survey and a Nature Strategy are required to deliver Council's commitment to protect, maintain and enhance biodiversity.
4. A Nature Strategy will provide direction on how to prioritise decision making on protecting and increasing the diversity and sustainability of remnant vegetation and fauna habitat across the municipality.
5. A Nature Strategy will establish best practices in biodiversity protection, the use of adaptive management techniques and increased biodiversity connectivity in a bioregional context. It will also provide key indicators of the overall ecological health and resilience of native vegetation and its contribution to ecological integrity and resilience for Yarra and the region.
6. The terms Biodiversity and Nature are used interchangeably to describe this Strategy, however the intent is to call the Strategy a Nature Strategy as this reflects more common language and is expected to be easier for community members to engage with. The word 'Biodiversity' is generally not well understood by, or meaningful to all members of the community, whereas the word 'Nature' is a more familiar word that most people can relate to – parks, gardens, open space, green space, the bush, being outdoors, trees and the wildlife that inhabit these spaces. The Strategy seeks to value, promote and protect nature and biodiversity.

Yarra Nature Strategy Strategic Alignment

7. The Yarra Nature Strategy has been developed to align with the State Government's Biodiversity Plan - '*Protecting Victoria's Environment – Biodiversity 2037*'. This plan presents a long term vision for Victoria's biodiversity supported by two goals:
 - (a) *Victorian's Value Nature; and*
 - (b) *Victoria's Natural Environment is Healthy.*
8. The Yarra Nature Strategy has been developed to acknowledge the legislative requirements of The *Yarra River Protection (Willip-gin Birrarung Murron) Act 2017*. Yarra River Strategic Plan (in preparation), driven by a Yarra River 50 Year Community Vision, responds to the Act and will enable responsible agencies to protect the Birrarung, Yarra River.
9. As one of the 15 managing authorities that has statutory obligations to deliver the objectives of the Yarra River Strategic Plan over the first 10 year period, the City of Yarra is committed to complying with the Yarra River Strategic Plan objectives and actions.
10. The City of Yarra is one of 8 Councils listed as a managing authority as identified under the Act. The Yarra River Strategic Plan sets out the first 10 years of action to contribute to the delivery of the Yarra River 50 Year Community Vision.

11. The *Yarra River Protection (Willip-gin Birrarung Murrn) Act 2017*, provides for the preparation of an unprecedented, holistic Yarra River Strategic Plan to coordinate 15 public entities that operate along the river corridor, to guide future use and development and identify areas for protection within the Yarra corridor. Objectives for the first 10 years of the Yarra River Strategic Plan are:
 - (a) A healthy river and lands - Yarra River Strategic Plan will improve the water quality of the Birrarung and protect its land, floodplains and billabongs to achieve greater biodiversity;
 - (b) Greater Yarra Urban Parkland - Yarra River Strategic Plan will seek to protect and improve the river's parklands in order to support the Yarra River 50 Year Community Vision;
 - (c) A culturally diverse river corridor - Yarra River Strategic Plan will acknowledge, protect and commemorate the rich heritage of the Birrarung; and
 - (d) Protecting the natural beauty of the Birrarung - Yarra River Strategic Plan will seek to respect the significance of the Birrarung's landscapes. Where we build, we will protect and celebrate the river's natural beauty, landscapes and views.
12. The Yarra Nature Strategy has been developed during a time of unprecedented uncertainty around the world – the Coronavirus crisis, or COVID-19. In the midst of this pandemic, many of us have turned to nature to reduce stress levels, improve mental health and stay physically active. A growing body of research, including research by International conservation scientists, points to a direct link between the destruction of nature and disease outbreaks, highlighting the role of protecting and restoring nature in preventing future pandemics.
13. The Coronavirus pandemic has given the world an opportunity to reassess its relationship with nature and get on track to a more sustainable future. Right now, probably more than any other time in human habitation of earth, the value of nature is being recognised.
14. This is the inaugural Yarra Nature Strategy for the City of Yarra and while it includes a strong focus on the conservation of nature and on engaging the community with natural values, importantly it also seeks to strengthen internal processes and resources to ensure that natural values are considered as core council business. This is being undertaken with the overall aim that the City of Yarra will lead via its nature conservation activities, like Yarra has for many years on other important issues like sustainability and climate action.

External Consultation

15. In developing the Yarra Nature Strategy, external nature policy and technical consultation workshops involved the following groups:
 - (a) community experts in land management, flora, fauna and policy including representatives from Merri Creek Management Committee, Darebin Creek Management Committee, Friends of Merri Creek, Abbotsford River Bankers, Victorian Indigenous Nursery Co-operative and Yarra River Keepers;
 - (b) adjoining land managers including representatives from the Cities of Melbourne, Boroondara and Darebin and research institutions including Melbourne University;
 - (c) partner organisations including State Government agencies representatives from Department of Environment, Land, Water and Planning, Parks Victoria and Melbourne Water and contractor staff from Felix Botanica; and
 - (d) extensive traditional owner consultation with Elders from the Wurundjeri Woi Wurrung Council.
16. Broad community consultation was also undertaken on the draft Yarra Nature Strategy, with community members provided the opportunity to review and provide input into the draft Strategy. The outcomes of this consultation are outlined later in this report.

Internal Consultation (One Yarra)

17. In developing the Yarra Nature Strategy, an internal nature policy consultation workshop involved officers from the following areas of Council:

- (a) Urban Design;
- (b) Open Space Planning;
- (c) Statutory Planning;
- (d) Strategic Planning;
- (e) Communications and Engagement;
- (f) Sustainability;
- (g) City Works Branch Manager;
- (h) City Works and Assets Director;
- (i) Planning and Place Making Director;
- (j) Community Partnerships;
- (k) Waste Minimisation and Urban Agriculture;
- (l) Community Engagement;
- (m) City Heritage;
- (n) Streetscapes and Natural Values;
- (o) Drainage and Stormwater; and
- (p) Engineering Services.

Key Stakeholder Outcomes

18. The stakeholder engagement process identified the following opportunities and challenges that informed the Yarra Nature Strategy vision, goals, targets and actions:

- (a) *Nature Values:*
 - (i) Understating the value 'urban significant' species and their role in engaging the community in local nature based programs;
 - (ii) Valuing the role of local experts in protecting and enhancing natural values; and
 - (iii) Recognition of the importance of the Yarra River corridor and its northern and southern tributaries as critical habitat links that provide critical north-south and east-west fauna movement links;
- (b) *Council Internal Synergies:*
 - (i) Improving the interaction between relevant units to achieve improved outcomes for nature in Yarra; and
 - (ii) Exploring the biodiversity opportunities associated with new development and higher density urban areas to achieve better nature outcomes in the private realm;
- (c) *Water Management:*
 - (i) Understanding the role water management, waterways and wetlands play in the health of natural systems and cultural importance of waterways to the Wurundjeri;
- (d) *Wurundjeri Woi Wurrung:*
 - (i) Engagement and involvement of the Wurundjeri Woi Wurrung Council in the aim to ensure their values and stories are honoured and conserved is integral to this Nature Strategy;

(e) *Community:*

- (i) Community groups are currently acting as a conduit for community engagement. This could be built on but should be complemented by investment in staff resources as well as augmenting relationships with existing community groups, recognising the work that they currently do and assisting them to build on that;
- (ii) The community has emphasised the importance of ongoing ecological knowledge, innovation and trials in implementing more sophisticated approaches to on-ground nature management. This could involve:
 - a. annual review of elements of ecological function;
 - b. planning for ecological outcomes based on natural systems, species outcomes and corridors rather than by park/reserve;
 - c. consideration of senescent (aging) vegetation and on ground management techniques to replace vegetation, possibly through natural recruitment;
 - d. provision for trials and innovation in on-ground management and reintroductions;
 - e. continuity in management and preserving/documenting ecological knowledge; and
 - f. coordination of land management across all land managers i.e. Parks Victoria and Melbourne Water;
- (iii) The Draft Yarra Environment Strategy community engagement process demonstrated that there is an appetite for integrating nature-focussed elements and habitat features into the private, streetscape and neighbourhood-scale realm. Community members believe this will result in benefits for health, wellbeing and amenity over and above the ecological benefits; and
- (iv) Urban Agriculture programs and activities which are already well established in the City of Yarra contribute to positive natural values outcomes and there are natural synergies which should be explored and strengthened through both this strategy and the Urban Agriculture Strategy. Good working relationships will see improved outcomes in each complementary area;

(f) *Communication:*

- (i) A dedicated communication program for nature-focussed news, initiatives and interactions is desirable. This would serve to build trust with the community, that council are managing natural values in an informed and timely way. In particular the community were interested to see greater transparency around what is being done/where/why. One suggestion was for council to develop a semi-accessible online platform for the community to observe progress/logic of land management and to contribute to it;

(g) *Adjacent councils:*

- (i) Other councils have implemented initiatives and set standards that can be adopted by the City of Yarra. Many examples exist that could be easily adopted, thereby enabling council to benefit from the learnings of others. One example is City of Melbourne's native street garden planting palette and urban nature planting guide that is available on their website; and
- (ii) There is goodwill and enthusiasm for cooperation between staff from adjoining municipalities to work across-borders on projects that will benefit all; and

(h) *Relationships with other institutions:*

- (i) The City of Yarra is very well placed to engage with academic institutions who are actively involved in urban ecology research. Melbourne University's Burnley Campus lies within the municipality and already completes projects within council reserves. Other institutions like Royal Melbourne Institute of Technology also have an interest in urban ecology and could assist with collaborative research and other initiatives as they have with other urban municipalities.

Yarra Nature Strategy - Vision

19. Yarra Nature Strategy Vision is:

'The land within the City of Yarra supports a natural environment that is diverse, connected and resilient. Its custodians, the Wurundjeri Woi Wurrung people, continue to care for Country as is their traditional lore. Yarra's residents and visitors appreciate and enhance the natural and cultural values of the land and water, contributing to benefits for all.'

20. The following four goals were established to achieve the vision:

- (a) increase the diversity, connectivity and resilience of Yarra's natural environment;
- (b) encourage people to further appreciate and actively enhance Yarra's natural landscape;
- (c) embed nature at the core of Yarra's business practices; and
- (d) make innovation, communication and collaboration the cornerstones of Yarra's nature-focussed programs.

21. The Yarra Nature Strategy Action Plan (being the action focussed component of the Yarra Nature Strategy) will be implemented by adapting and influencing existing City of Yarra programs, initiatives and projects and will be largely funded through existing annual recurrent and capital budgets that are reviewed against service delivery priorities; supplemented by external funding where available.

Community Consultation

22. The community were able to share their feedback on the Yarra Nature Strategy from Wednesday 20th November 2019 until Thursday 19th December 2019. Fifty-six responses were received through Council's online feedback form; officers talked to 22 people in-person at the community feedback session in Alphington Park and officers visited Carlton North Primary School and interacted with over 60 grade 4 students, parents and teachers to share their ideas. The Abbotsford Riverbankers submitted a 16 page feedback document for consideration.

23. The communities' level of support for each of the four overarching goals set out in the draft Yarra Nature Strategy was **overwhelmingly positive**:

- (a) *Goal 1: Increase the diversity, connectivity and resilience of Yarra's natural environment:*
 - (i) **Level of support - High 89%, Medium 9%, Low 2%;**
- (b) *Goal 2: Encourage people to further appreciate and actively enhance Yarra's natural landscape:*
 - (i) **Level of support - High 82%, Medium 16%, Low 2%;**
- (c) *Goal 3: Embed nature at the core of Yarra's business practices:*
 - (i) **Level of support High 78%, Medium 22%, Low 0%; and**
- (d) *Goal 4: Make innovation, communication and collaboration the cornerstones of Yarra's nature-focussed programs:*
 - (i) **Level of support - High 78%, Medium 22%, Low 0%.**

24. The community were also given an opportunity to provide further detailed feedback on the Yarra Nature Strategy. The most common feedback received was:
- (a) removing non-native plants and weeds from our river corridors and other habitats;
 - (b) restoring and only planting native vegetation throughout Yarra, including phasing out non-natives;
 - (c) protecting our habitats from non-native animals and domesticated pets;
 - (d) build biodiversity protection and improvement into planning processes, the Yarra Planning Scheme and urban design;
 - (e) not using herbicides or pesticides;
 - (f) where appropriate, include more tangible goals and targets in the strategy and action plan;
 - (g) map areas of land that contribute to the Yarra corridor, but are not managed by Council;
 - (h) consider private land in the Action Plan to expand the areas of land utilised for biodiversity;
 - (i) review communications activities to ensure equal access for all community members;
 - (j) sharing of information and expertise through an online platform;
 - (k) educate people not to feed native animals; and
 - (l) implementation of nest box programs for native animals that depend on large old trees for shelter.

A significant portion of the above operational suggestions have been considered throughout the context section of the Yarra Nature Strategy, and will be realised through implementation of the Yarra Nature Strategy action plan projects over the next 4 years.

Yarra Nature Strategy Changes

25. The main changes to Yarra Nature Strategy as a result of community consultation are:
- (a) extensive editing to improve flow and readability as suggested by a professional editor;
 - (b) re-working of Yarra Nature Strategy goals wording to shift them from statements to achievable goals;
 - (c) improvement in map clarity and size;
 - (d) re-working of graphs and charts to enable easier interpretation by the reader;
 - (e) improved collaboration with Wurundjeri Woi Wurrung Council when planning projects on Country;
 - (f) improved connection with the Narrap Team to delivered biodiversity restoration projects on Country;
 - (g) addition of an action to undertake a literature review on the impacts of cats on wildlife in urban environments;
 - (h) clarification of native vs indigenous vegetation;
 - (i) statistics and figures fact checking and adjustment of document to reflect changes in internal resourcing; and
 - (j) inclusion of information that articulates the importance of human connection to nature during the COVID-19 crisis.

Financial Implications

26. Delivery of the Yarra Nature Strategy actions is proposed to commence, subject to Council adoption, in September 2020. The actions for the remaining 9 months of Year 1 (2020/21) of the Yarra Nature Strategy will be delivered, utilising existing resources, primarily by the Biodiversity and Urban Agriculture Unit using existing staff and funding.
27. Budget bids will be prepared for the resources required to deliver actions in subsequent years of the Yarra Nature Strategy. These would be considered by Council as part of the annual budget process each year. This is expected to be supplemented by external funding, sourced through grants.

Economic Implications

28. The Yarra Nature Strategy will provide direction on how to prioritise decision making on protecting and increasing the diversity and sustainability of remnant vegetation and fauna habitat across the municipality. Protecting and enhancing remnant vegetation will have positive impacts on the urban forest, therefore providing a range of economic benefits including:
 - (a) reduction in health costs through a range of health and well-being benefits that trees, open space and connection with nature can provide;
 - (b) improved amenity, character, recreational and cultural opportunities, interactions with nature that may encourage more people into an area to live, work and visit; and
 - (c) assisting to reduce the impacts of the urban heat island effect through planting large indigenous canopy trees that contribute to the urban forest.

Sustainability Implications

29. The Yarra Nature Strategy will establish best practices in biodiversity protection, the use of adaptive management techniques and increased biodiversity connectivity in a bioregional context. It will also provide key indicators of the overall ecological health and sustainability/resilience of native vegetation and its contribution to ecological integrity and sustainability resilience for Yarra and the region.

Social Implications

30. The Yarra Nature Strategy has been developed to align with the State Government's Biodiversity Plan - 'Protecting Victoria's Environment – Biodiversity 2037'. This plan presents a long term vision for Victoria's biodiversity supported by two goals:
 - (a) Victorian's Value Nature; and
 - (b) Victoria's Natural Environment is Healthy.
31. The role of Yarra's community in development and delivery of the Yarra Nature Strategy actions will inevitably provide many social benefits as different members of the community work within their local neighbourhoods to effect positive biodiversity change.
32. The Yarra River not only gives the municipality its name, it's also one of the Melbourne's most important natural assets and supports many social and cultural activities. Council will seek to showcase Yarra's waterways including the Yarra River, Merri Creek, Darebin Creek, Gardner's Creek and Alphington Wetlands and the diversity of opportunities to interact with waterways environs as well as ways to ensure its future health.
33. During the Coronavirus pandemic, greater contact between humans and their environment has been one of the most important responses to the crisis, from a mental health perspective. As we respond to the pandemic, the attraction of nature (parks, reserves, gardens, green open spaces, waterways, the bush and wildlife that inhabit these spaces) for improving well-being cannot be under estimated. Science has long established that access to urban green areas such as parks and waterways has positive impacts on health, typically due to improved air quality, increased physical activity, social cohesion, and stress reduction. It has also been shown that interaction with nature helps us to better recover from stress.

Human Rights Implications

34. There are no human rights implications associated with developed of the Yarra Nature Strategy.

Communications with CALD Communities Implications

35. The community consultation phase of the Yarra Nature Strategy has been delivered with the assistance of Council's Communication and Engagement Unit to ensure culturally and linguistically diverse members of the Yarra community were engaged through during the process.

Council Plan, Strategy and Policy Implications

36. Council's 2017-21 Council Plan includes the Strategic Objective;

A sustainable Yarra:

a place where...Council leads on sustainability and protects and enhances its natural environment

37. The Yarra Council Plan also includes a Strategy to;

(a) Investigate strategies and initiatives to improve biodiversity

The Yarra Nature Strategy 2020-2024 delivers on this Objective.

38. The Yarra Nature Strategy was developed to acknowledge and complement the suite of companion strategies that exist such as the Urban Forest Strategy, Urban Agriculture Strategy, Climate Emergency Plan and strategies under development such as Yarra Open Space Strategy, Heritage Strategy and Integrated Water Management Plan.

Legal Implications

39. There is no legal obligation for Council to develop or implement the Yarra Nature Strategy. However, the implementation of certain actions may relate to specific legislation or regulations, and will need to be addressed on a case by case basis.

Other Issues

40. The attached copy of the Yarra Nature Strategy 2020-2024 will undergo final editing and formatting to align with Yarra's Style Guide prior to printing and publishing online.

Options

41. There are no options for the purposes of this report.

Conclusion

42. The Yarra Nature Strategy is the result of an extensive consultation process. The overarching goals of the strategy have been very well received by the community and all associated stakeholders.
43. The feedback provided through the consultation process was utilised to appropriately improve the draft Yarra Nature Strategy.
44. The proposed Yarra Nature Strategy places Council in a strong position to protect and increase diversity and sustainability of remnant vegetation and fauna habitat across the municipality, and includes action to engage the community in these efforts.
45. Delivery of the Yarra Nature Strategy actions will commence following adoption in September 2020. The actions for the remaining 9 months of Year 1 (2020/21) of the Yarra Nature Strategy will be delivered by the Biodiversity and Urban Agriculture Unit using existing labour and recurrent funding.
46. The proposed costs and approach to resourcing the implementation of the Yarra Nature Strategy Action Plan 2020-24 will be considered as part of annual budget processes.

RECOMMENDATION

1. That:
 - (a) Council adopt the Yarra Nature Strategy: Protecting Yarra's Unique Biodiversity 2020 – 2024; and
 - (b) endorse the Director City Works and Assets to make or approve any minor changes in editing and formatting to finalise the Strategy for publication.

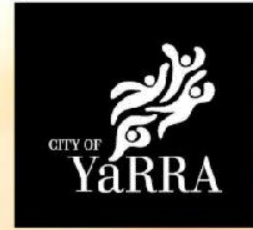
CONTACT OFFICER: Craig Lupton
TITLE: Coordinator Streetscape and Natural Values
TEL: 9205 5727

Attachments

- 1 [↓](#) Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

NATURE STRATEGY

PROTECTING YARRA'S UNIQUE BIODIVERSITY 2020-2024



Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Contents

Acknowledgement of country	5
Vision and goals	7
Why have a Nature Strategy?	8
Nature in Yarra: What did the area look like in the past?	11
<i>Geology.....</i>	<i>11</i>
<i>Past vegetation cover and type.....</i>	<i>12</i>
<i>Seasons of Wurundjeri Woi Wurrung Country.....</i>	<i>14</i>
Nature in Yarra: What does the area look like now?	17
<i>The Biodiversity Health Survey – an inventory of Yarra’s natural values</i>	<i>17</i>
<i>Key findings from the Biodiversity Health Survey</i>	<i>19</i>
<i>Current vegetation cover and type</i>	<i>20</i>
<i>Significant habitat trees.....</i>	<i>27</i>
<i>Critical habitat, ecosystems and habitat corridors</i>	<i>29</i>
<i>Current policy and strategy relating to nature</i>	<i>33</i>
<i>Opportunities and challenges for nature</i>	<i>38</i>
Nature in Yarra: The way forward	43
<i>Nature Action Plan 2020-2024.....</i>	<i>45</i>
Glossary	56
References and bibliography	60
Appendix 1 Summary of Council and state policies and strategies related to Nature	66
Appendix 2 Legislative context.....	78
<i>Environmental Protection and Biodiversity (EPBC) Act 1999.....</i>	<i>78</i>
<i>Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017.....</i>	<i>78</i>
<i>Flora and Fauna Guarantee (FFG) Act 1988.....</i>	<i>78</i>
<i>Catchment and Land Protection (CaLP) Act 1997.....</i>	<i>79</i>
<i>Wildlife Act 1975 and Wildlife Regulations 2013</i>	<i>79</i>
<i>Planning and Environment Act 1987.....</i>	<i>79</i>
<i>State Planning Policy Framework</i>	<i>79</i>
<i>Zoning and Overlays</i>	<i>80</i>
<i>City of Yarra Street Tree Policy</i>	<i>82</i>
Appendix 3 Nature Action Plan context.....	84
<i>Goal 1: Increase the diversity, connectivity and resilience of Yarra’s natural environment.....</i>	<i>84</i>
<i>Goal 2: Encourage people to appreciate and actively enhance Yarra’s natural landscape</i>	<i>101</i>
<i>Goal 3: Embed nature at the core of Yarra’s business practices</i>	<i>108</i>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 4: Make innovation, communication and collaboration the cornerstones of Yarra's nature-focused programs 113

Figures

Figure 1 The ecosystem services that biodiversity can provide to the City of Yarra community.....	8
Figure 2 7 Seasons of Wurundjeri Woi Wurrung Country.....	15
Figure 3 Fauna survey methods used during the Biodiversity Health Survey in 2016. Photographs by Practical Ecology	17
Figure 4 This large old River Red Gum provides excellent habitat value and is a prime example of a significant habitat tree. Photograph by Craig Lupton.....	18
Figure 5 Vegetation cover across the City of Yarra's municipal reserve system	20
Figure 6 Comparison of native vegetation cover between adjoining municipalities	21
Figure 7 Aquatic Herbland, Alphington Wetlands.	22
Figure 8 Floodplain Riparian Woodland at Rudder Grange, Alphington.	22
Figure 9 Escarpment Shrubland at the Circus Site, Burnley.	23
Figure 10 Plains Grassy Woodland at Coate Park, Alphington.	23
Figure 11 Tall Marsh at McConchie Reserve, Burnley.	24
Figure 12 Usage of street trees by various birds.	28
Figure 13 Ecosystem model for the City of Yarra.	29
Figure 14 Plans, policies and strategies relevant to the Yarra Nature Strategy – [Opportunity to improve via graphic design]	33
Figure 15 Average 'Site Condition' components and 'Landscape Context' scores across all habitat zones.....	85
Figure 16 Fauna taxon composition across all 2014-2016 BHS observations.	86
Figure 17 Large Manna Gum on private land in Princes Hill. Photograph by Yasmin Kelsall	91
Figure 18 Eucalypt with a native understorey planting provides a contrast to Plane Trees on a street in Fitzroy. Photograph by Yasmin Kelsall.....	91

Maps

Map 1 Distribution of the Victorian Volcanic Plains (VVP) and Gippsland Plains (GP) bioregions around Yarra.	11
Map 2 Pre-European native vegetation (Ecological Vegetation Classes) throughout Yarra.	13
Map 3 [Placeholder Map – Check with Open Space Planning to confirm use] Existing Open Space (from Draft Yarra Open Space Strategy 2019). Make an A3 pull out.	25
Map 4 Distribution of indigenous vegetation and significant habitat trees in Yarra.....	26
Map 5 Opportunities for strengthening and creating habitat links across the City of Yarra.....	31
Map 6 Location of the Environment Significance Overlay and Significant Landscape Overlay in Yarra	81

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Map 7 Habitat trees observed and inferred via LIDAR mapping.....	90
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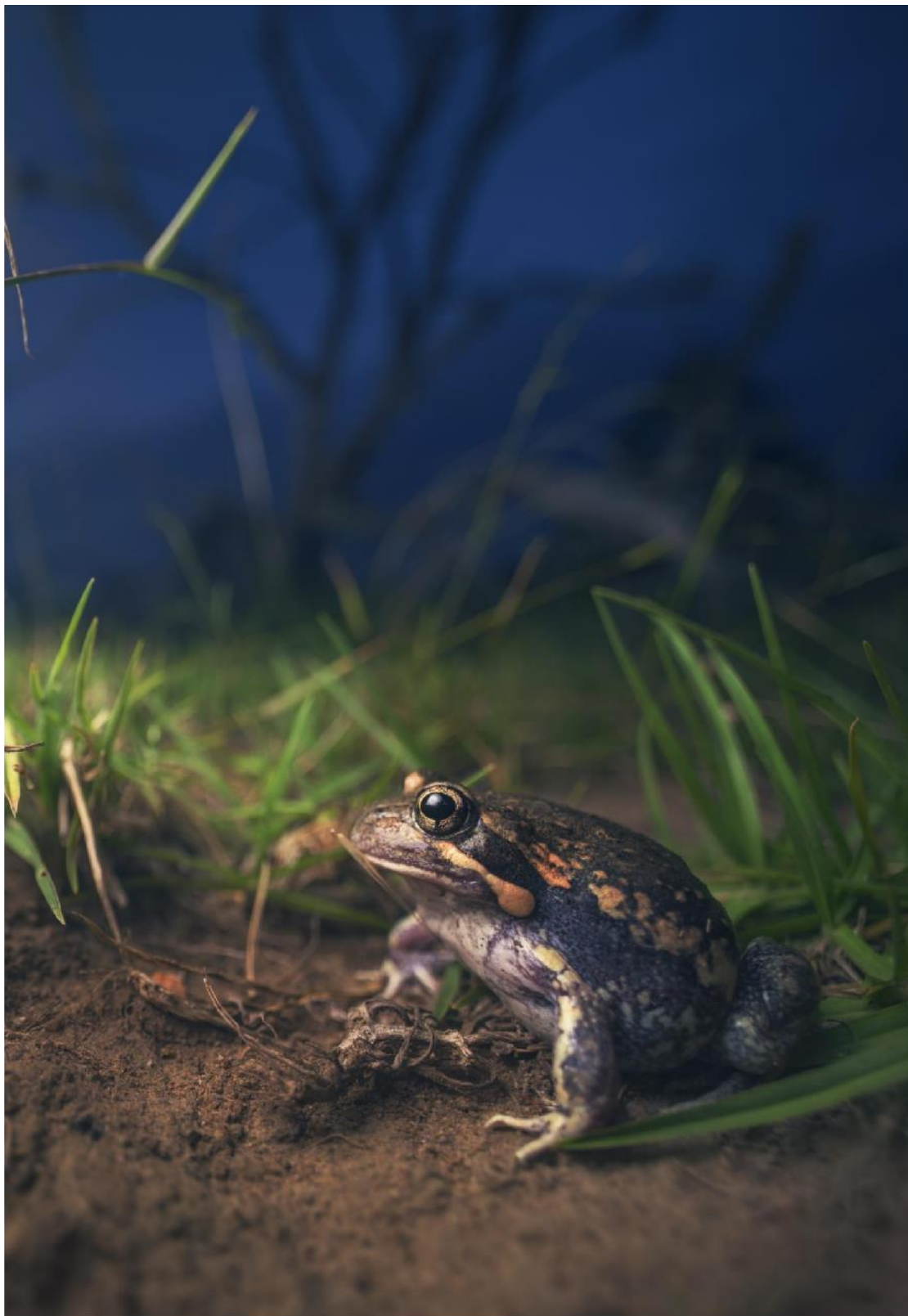
Acknowledgement of country

Yarra is deeply proud of its connection to the Aboriginal community and acknowledges the Wurundjeri Woi Wurrung people as the true sovereigns, caretakers and custodians of the land now known as Yarra. Prior to the colonisation of Melbourne, the area known as Yarra held significant and cultural importance to the Wurundjeri Woi Wurrung people, and this connection still exists today. The spiritual connection to places within Yarra's municipal boundaries, like the Yarra River, and the confluence of the Yarra River and Merri Creek, extends back thousands of years to the Dreamtime. Since the early 1900s, Victoria's Aboriginal community has flocked to Yarra, to find the sense of community that is the strength of Aboriginal people. The City of Yarra is committed to keeping this sense of connection alive, and over a number of years has forged an increasingly robust relationship with the local Aboriginal community.



Mural by Tom Civil and Wurundjeri Woi Wurrung Council artist, Dights Falls.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



The Eastern Banjo Frog or Pobblebonk Frog can be easily identified by its 'bonk' call that sounds like a banjo string being plucked. Photograph from Getty Images.

06 Nature Strategy: Protecting Yarra's Unique Biodiversity 2020-24

Vision and goals

The land within the City of Yarra supports a natural environment that is diverse, connected and resilient. Its custodians, the Wurundjeri Woi Wurrung people, continue to care for Country as is their traditional lore. Yarra's residents and visitors appreciate and enhance the natural and cultural values of the land and water, contributing to benefits for all.

Goal 1

Increase the diversity, connectivity and resilience of Yarra's natural environment

Goal 2

Encourage people to further appreciate and actively enhance Yarra's natural landscape

Goal 3

Embed nature at the core of Yarra's business practices

Goal 4

Make innovation, communication and collaboration the cornerstones of Yarra's nature-focussed programs



Why have a Nature Strategy?

"One touch of nature makes the whole world kin" - William Shakespeare

Nature is valuable

Nature is life and includes everything from the land, soil, rocks, groundwater, waterways and every living thing, to the atmosphere and beyond. It provides our landscape and sets the scene of every day, providing everything we need to live and to be comfortable. It underpins the economy, climate, and the health and wellbeing of all humans. Nature includes all the variety of life (biodiversity) that makes up the non-human, non-built world.

Nature is important to every Australian no matter where we live. It is everywhere throughout our rural, urban and even industrial landscapes, not just in national parks or the bush.

Our feelings about nature are often formed through childhood experiences of being outdoors and enjoying the simplicity and beauty of the open space surroundings. Connection to and caring for nature and country are fundamental to Aboriginal and Torres Strait Islander culture and existence. A lot of us identify with aspects of nature that are unique to Australia such as the Eucalypt trees dominating the Australian bush, the laugh of a kookaburra, picnics in parks, walks along babbling rivers, white sandy beaches, turquoise oceans and rugged outback landscapes.

There are many and diverse reasons why Australians care for nature, from the intrinsic belief that nature is beautiful and has a right to exist, through to recognition of the services nature provides. Known as 'natural capital' or 'ecosystem services', these services include food, drinking water, fibre, building and manufacturing materials, and other, less direct services like carbon storage, filtering air and water, pollination, protection from storms and floods, and places for rest and recreation.

If we want to understand how nature benefits us, we can consider the ecosystem services that are provided by nature (Figure 1).

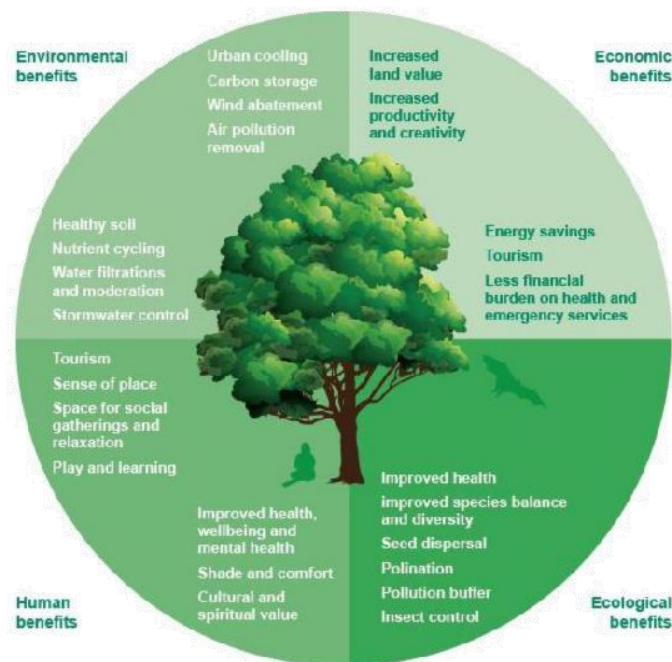


Figure 1 The ecosystem services that biodiversity can provide to the City of Yarra community.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Nature is our home

The landscape and waterways shape the municipality, providing the structure for the plants, animals and other elements of nature that form our home. Traditionally, this land is the home of the Wurundjeri Woi Wurrung people of the Woi-Wurrung language group, of the Kulin nation.

Nature is essential to our health, wellbeing and quality of life

Whether you live in the city or rural Australia, nature provides the building blocks for our very survival, such as clean air, water and shelter. Beyond providing for our fundamental needs, nature also provides more subtle benefits to people and communities. Both traditional knowledge accumulated over thousands of years and contemporary research show that spending time in nature is good for our mind and body. Contact with nature has positive effects on our ability to concentrate, learn, solve problems and be creative. It boosts immune systems and helps us relax. Our health is improved by traditional and modern medicines that originate from nature. Nature also provides opportunities for social interaction, important for connection with other people and healthy communities.

Nature has an iconic status in Australian life that is celebrated in many ways, in literature and paintings, popular music, films, foods and our favourite sports and pastimes. Our epic natural and cultural landscapes, unique wildlife and way of life feature strongly in our sense of identity and underpin our sense of place. Aboriginal and Torres Strait Islander people, in particular, have a special relationship with nature, based on a profound spiritual connection that guides cultural practices.

Nature and COVID-19

The Nature Strategy has been developed during a time of unprecedented uncertainty around the world – the Coronavirus pandemic. In the midst of this pandemic, many of us have turned to nature to reduce stress levels, improve mental health and stay physically active. A growing body of research, including research by International conservation scientists, points to a direct link between the destruction of nature and disease outbreaks, highlighting the role of protecting and restoring nature in preventing future pandemics.

During the Coronavirus pandemic, greater contact between humans and their environment has been one of the most important responses to the crisis, from a mental health perspective. As we respond to the pandemic, the attraction of nature (parks, reserves, gardens, green open spaces, waterways and the bush) for improving well-being cannot be underestimated. Science has long established that access to urban green areas such as parks and waterways has positive impacts on health, typically due to improved air quality, increased physical activity, social cohesion, and stress reduction. It has also been shown that interaction with nature helps us to better recover from stress.

The Coronavirus pandemic has given the world an opportunity to reassess its relationship with nature and get on track to a more sustainable future. Right now, probably more than any other time in human habitation of earth, the value of nature is being recognised.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Local artist Sam Yong is has created a stunning mural that reflects the Biodiversity Arts Project that Yarra Senior Citizens are undertaking in 2020. The vibrant artwork showcases some of Yarra's native flora and fauna. Photographer Unknown.

Nature in Yarra: What did the area look like in the past?

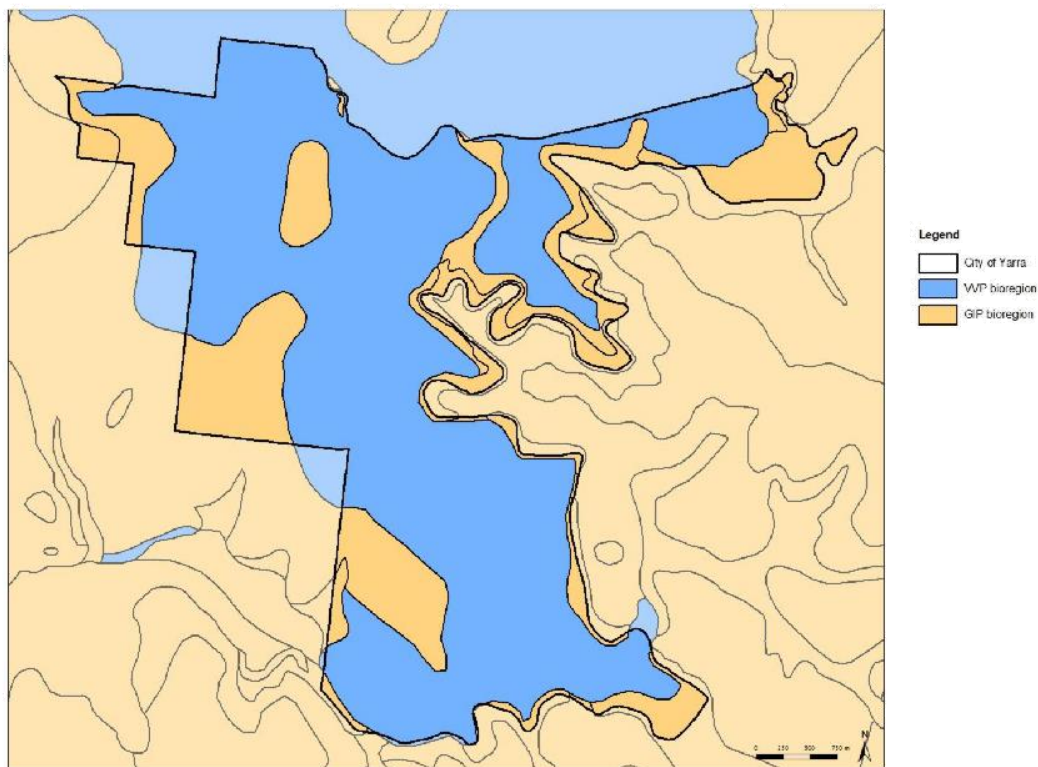
Geology

The landscape of Yarra has been shaped by its geology. It sits at the junction of two distinctly different geological regions that in this case also geographically align with two bioregions (**Map 1**). These bioregions are generally separated by the Yarra River:

- The Victorian Volcanic Plains (VVP) Bioregion, characterised by its basaltic rock and clay soils, formed by volcanic eruptions to the west of Melbourne covering the majority of the municipality; and
- The Gippsland Plains (GP) Bioregion: associated with sedimentary, layered geology of Silurian siltstones, Tertiary aged sandstones and Quaternary aged basalt. Each of these layers is much older than the western plains basalt and is derived from times when Victoria sat within a deep ocean basin.

The majority of Yarra's topography is gently undulating, which is characteristic of the Volcanic Plains. Subtle changes in topography are evident at Richmond Hill, where the elevation facilitates great views across the municipality, formerly attracting some of the district's first grand homes and churches. Conversely the lower areas, formerly known as the Fitzroy, Collingwood and Richmond 'Flats,' include the wet and swampy ground which was formerly part of the Yarra River floodplain.

The waterway corridors provide the most significant variation in topography across the City of Yarra, with areas of the Darebin Creek, Merri Creek and the Yarra River deeply incised at various locations. Of course, much of the natural topography has been modified with the urban development of the area.



Map 1 Distribution of the Victorian Volcanic Plains (VVP) and Gippsland Plains (GP) bioregions around Yarra.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Past vegetation cover and type

In the past, Yarra was mostly covered by Plains Grassy Woodland, which also dominated much of the surrounding landscape (**Map 2**). This vegetation community consisted of a low density of large trees, mostly River Red Gums *Eucalyptus camaldulensis*, with an understorey of some small shrubs, but covered mostly by grasses and herbaceous species.

Along the waterways, the Floodplain Riparian Woodland, Riparian Woodland, and Steam Bank Shrubland communities thrived. These areas were also likely dominated by River Red Gums, perhaps with some Swamp Gums *Eucalyptus ovata*, *Acacia* species, and a rich understorey of shrubs, sedges, rushes, herbs, and grasses. Much of the areas around the waterways would have been subject to seasonal variations in water level, and changed throughout the year.

The area around Yarra would have supported a vast array of wildlife including Quolls, Plains Wanderers, Bandicoots, Bettongs, and perhaps even Diprotodon, a large wombat-like marsupial the size of a hippopotamus, until their extinction about 60,000 years ago.

While much of this diversity is now lost, some still remains within pockets of Yarra, and this knowledge can provide inspiration for restoration practices into the future.

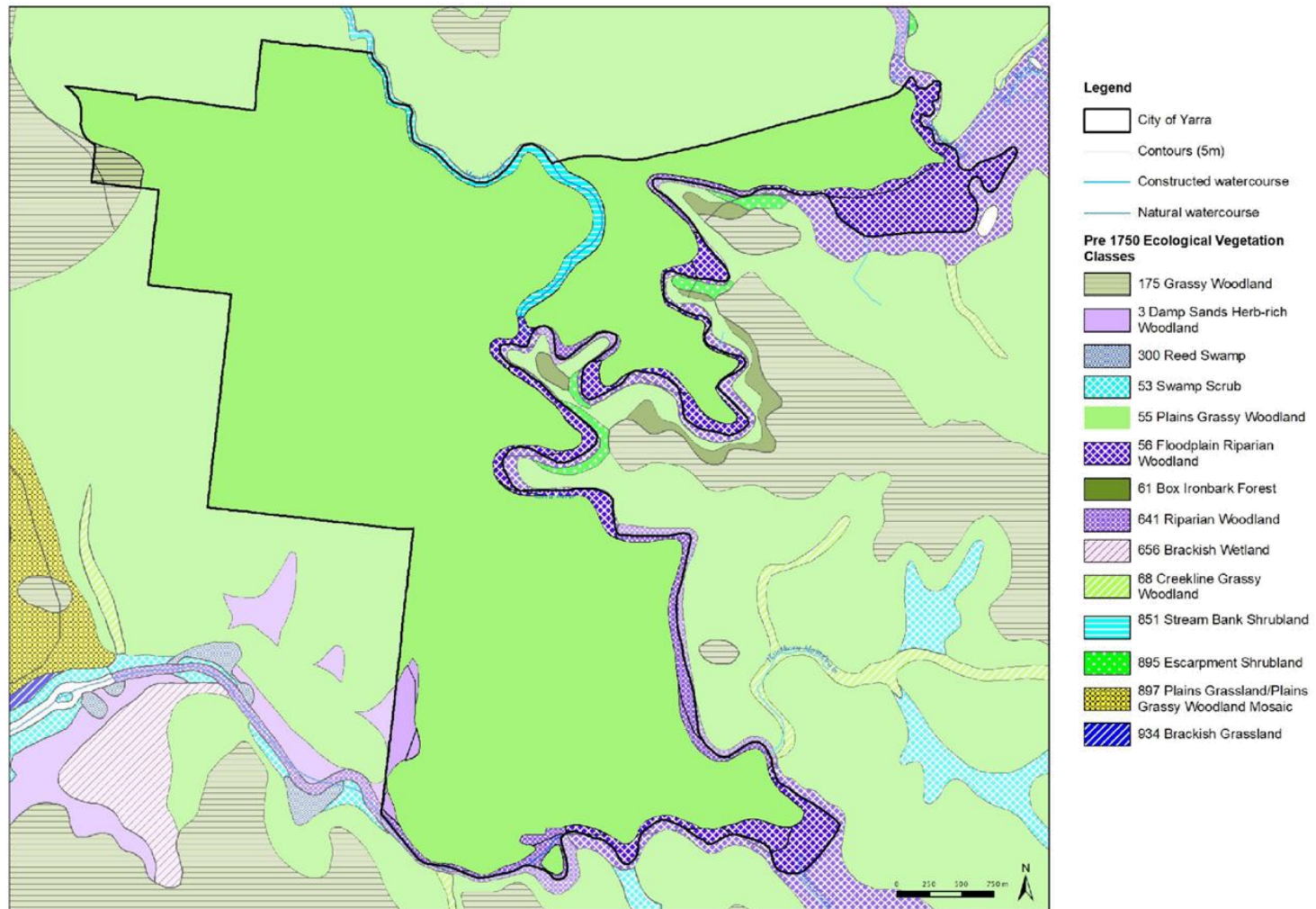
'Native' and 'indigenous' vegetation

The terms 'native vegetation' and 'indigenous vegetation' are often colloquially used interchangeably possibly due to the lack of distinction in planning law language. Typically "native vegetation" refers to Australian plant species though the language in the Victorian Planning Scheme often associates the term towards plant species only found in Victoria.

When ecologists implement vegetation assessments to address planning law criteria their methodologies need only align to those state wide based and interchangeable definitions. However, the prevailing definition of 'indigenous vegetation' for practitioners from the science community is that species are of local genetic provenance, and reside within the same bioregion.

Therefore, with the context of this Strategy, viewed through a scientific lens, 'indigenous vegetation' means plants that are local to the Yarra area, and "native vegetation" means plants from Australia.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Map 2 Pre-European native vegetation (Ecological Vegetation Classes) throughout Yarra.

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Seasons of Wurundjeri Woi Wurrung Country

Traditional owners have developed a deep understanding of natural systems and processes through more than 40,000 years of experience and connection to country, with an example being understanding of seasons.

Like many Traditional owner groups around Australia, the Wurundjeri Woi Wurrung people have a detailed, local understanding of the seasons and the environment. Each season is marked by the movement of the stars in the night sky and changes in the weather, coinciding with the life cycles of plants and animals. Seasons were also defined not only by temperature and the amount of rainfall, but also by more subtle distinctions related to patterns of rainfall and the types of events. Reading this seasonal rhythm helped maximise the availability of food and shelter. When food was plentiful there were opportunities to carry out ritual responsibilities and ceremonial gatherings.

In Melbourne and surrounds, there are seven annual seasons alongside two non-annual seasons: flood and fire seasons. Flood season is likely to occur on average about every 28 years, and fire season occurs on average about every seven years. (Aboriginal Victoria)

Lifestyle depended very much on the rhythm of the seasons. Traditional owners moved over their extensive territories in regular cycles, maximising the availability of food and shelter. When food was plentiful there were opportunities to carry out ritual responsibilities and opportunities for ceremonial gatherings.

They were always mindful of the seasons in selecting the localities in which to spend their time, taking into account not only the natural features of the ground, but the facilities for obtaining food.

Much was known about the stars and the seasons. People could read the sky. For example, they would know that when a particular constellation appeared it was time to hunt a particular animal, or dig up a particular plant. The flowering of particular plants was often used to mark seasonal events. Even today, fisherman use the flowering of the Coast Tea-tree in early November to mark the entry of Snapper into Port Phillip Bay.

7 Seasons of the Wurundjeri Woi Wurrung Country

Museums Victoria have named the seasons after the Woi Wurrung language names for eels, wombats, and orchid, tadpoles and grass, but it is not known if these names were used by the Woi Wurrung. According to Museums Victoria;

"The Kulin have a detailed local understanding of the seasons and the environment. Each season is marked by the movement of the stars in the night sky and changes in the weather, coinciding with the life cycles of plants and animals."

Their calendar has seven seasons:

Guling Orchid Season, (August) and it is marked by orchids flowering, the silver wattle bursting into colour and male koalas bellowing at night.

Poorneet Tadpole Season, (September and October) is when temperatures rise, rain continues and the pied currawongs call loudly. The days and nights are of equal length.

Buath Gurru Grass Flowering Season, (November) is warm and it often rains. (A good thing to remember as we start planning picnics.)

Kangaroo-Apple Season, (December) is marked by its changeable, thundery weather, longer days and shorter nights.

Biderap Dry Season, (January and February) has high temperatures and low rainfall.

Luk (Eel) Season, (March) is when the hot winds stop and the temperatures cool, while the manna gums flower and the days and nights are again equal in length.

Waring Wombat Season, (April-July) has cool, rainy days and misty mornings, with our highest rainfall and lowest temperatures.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

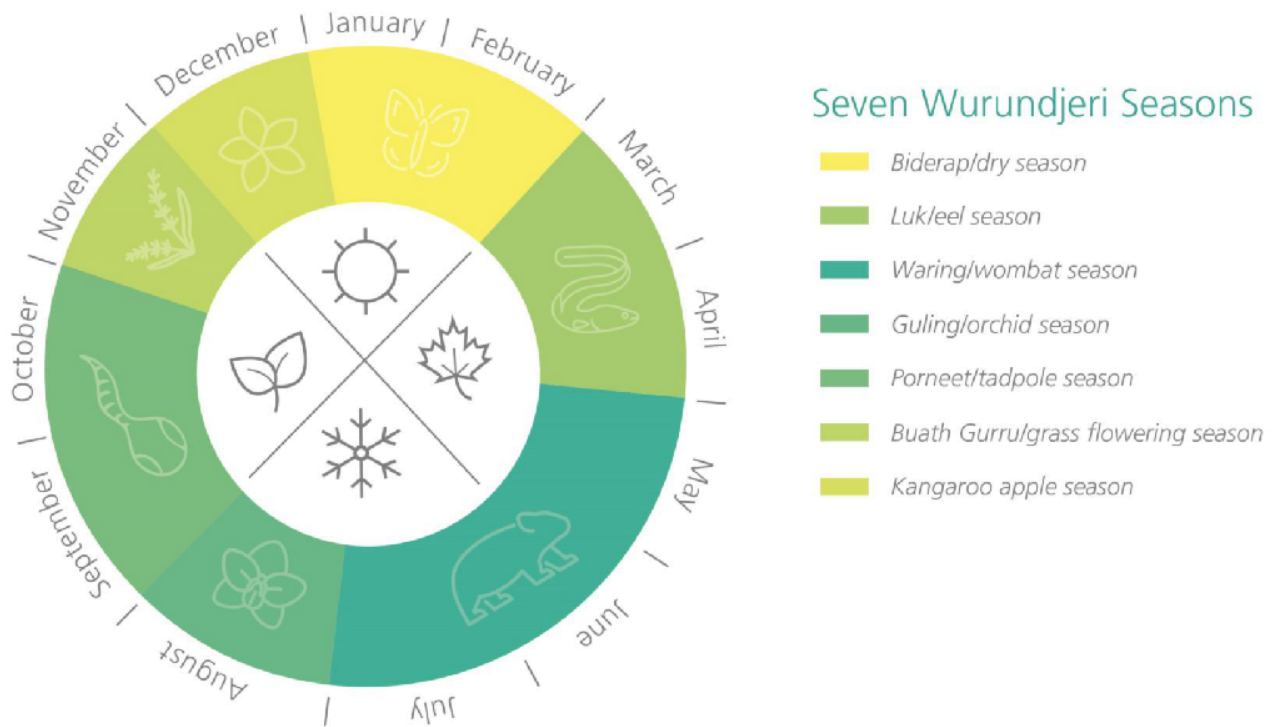


Figure 2 7 Seasons of Wurundjeri Woi Wurrung Country.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Nature in Yarra: What does the area look like now?

The Biodiversity Health Survey – an inventory of Yarra's natural values

The Biodiversity Health Survey (BHS) was a two-year study that aimed to develop an inventory of the biodiversity values present across the open space areas within the City of Yarra.

The project involved a comprehensive survey of various open space areas across the municipality. This included 30 open space reserves such as Hall Reserve, Edinburgh Gardens and Alphington Park Wetland; 10 pocket parks including Flockhart Reserve, Holden Byrne Park and Dame Nellie Melba Park; and 12 streetscapes including Heidelberg Road, Hoddle Street and Pigdon Street. An important aspect of the study was the inclusion of areas not typically considered to be associated with the presence of native plants and animals.

The survey methods (**Figure 3**) used as part of the study aimed to capture the broad array of primarily native animals and also plants still existing within the City of Yarra. The survey included the use of:

- Database resources from CSIRO Entomology Dept., Birdlife & Victorian Biodiversity Atlas to name a few,
- Assessment methods ascribing ecological vegetation types and functional coverage,
- identification of land cover and vegetation types,
- assessment of fauna habitat values: leaf litter, significant habitat trees (**Figure 4**) and hollow abundance,
- documentation of plant species diversity, including indigenous plants and weeds,
- daytime (diurnal) and night-time (nocturnal) bird surveys,
- frog and reptile surveys,
- microbat surveys using specialised bat detector devices, and
- wildlife camera trap surveys.



Figure 3 Fauna survey methods used during the Biodiversity Health Survey in 2016. Photographs by Practical Ecology

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

What are significant habitat trees?

- Indigenous trees (originate from the local area) that also qualify as Large Old Trees under the *Habitat Hectare* method, large dead stags, or trees that support a number of hollows.
- Australian native or exotic trees that provide shelter (hollows or canopy to nest in) and/or important food resources (flowers, fruits, seeds, and insects) for fauna in the local environment.
- Larger trees which provide stepping stones for fauna movement, patches of trees connecting bushland canopy that links fauna to water, food and sheltering opportunities. The most valuable significant trees harbour multiple sized hollows, retain bark furrows and have extensive connected canopy cover which provides nesting real estate and predation security.



Figure 4 This large old River Red Gum provides excellent habitat value and is a prime example of a significant habitat tree. Photograph by Craig Lupton

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Key findings from the Biodiversity Health Survey



Yarra has large areas of valuable bushland

- Significant areas of bushland were mapped at Burnley Park, and Hall, Kevin Bartlett & Rushall Recreation Reserves; providing great habitat for native plants and animals.



Yarra has a high diversity of plants and animals

- 430 plant species were recorded with 209 indigenous to Yarra.
- A diversity of animals recorded including a number of birds, mammals, reptiles, frogs and insects.
- Diversity of bat species was high, largely microbats (7 species), including Eastern False Pipistrelle (pictured) and Yellow-bellied Sheathtail Bat.
- National and state significant animals were recorded including Grey-headed Flying Fox and Nankeen Night-heron.



Yarra contains a number of important wetland habitats

- Alphington Park Wetland, and McConchie Reserve & its surrounds ('Burnley Harbour') provide habitat for a variety of wetland plant and animal species.
- Wetlands were a hotspot of bird and microbat activity.



Yarra is connected with wildlife corridors and urban stepping stones

- Wildlife corridors were identified along the Merri Creek, Yarra River, and the Park Street Linear reserves.
- Urban parks such as Edinburgh Gardens and Darling Gardens provide 'stepping stones' across the Yarra landscape between larger areas of fauna habitat.



Yarra has a variety of significant habitat trees

- Significant River Red Gums and Sugar Gums were mapped in Burnley Park and Kevin Bartlett Reserve.
- Other hollow-bearing native trees and larger canopy trees including non-native species like Oaks were mapped across the municipality.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Current vegetation cover and type

Across the City of Yarra open space and sporting reserves, exotic vegetation patches (mostly lawns) and planted tree canopy cover (combining non-local native and exotic scattered trees and tree patches) were the dominant land cover types. This was followed by indigenous vegetation patches and garden beds (**Figure 5**). There was also a reasonably high cover of scattered indigenous trees. This suggests there are considerable opportunities to increase plantings of midstorey shrubs, and groundstorey grasses and herbaceous species in Yarra's reserves.

In total, the City of Yarra includes 263.4 hectares (ha) of publically accessible open space, with an additional 85.3 ha of 'restricted access' open space, namely sporting ground/s or golf courses (Thompson Berril Landscape Design 2016), shown in **Map 3** on **Page 25**.

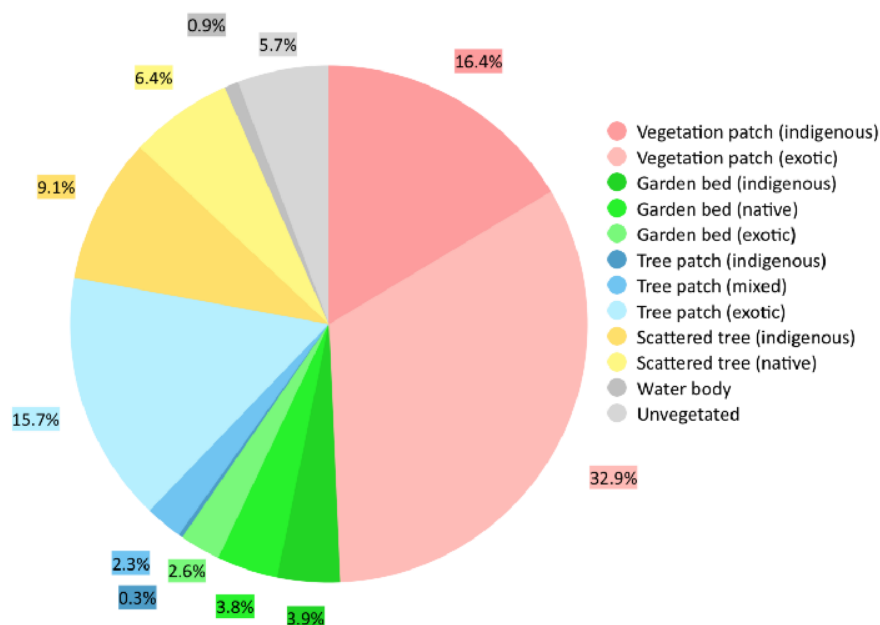


Figure 5 Vegetation cover across the City of Yarra's municipal reserve system

When compared with neighbouring municipalities (**Figure 6**), a relatively high proportion of the City of Yarra landscape is attributable to native vegetation cover. This is almost as high as the City of Banyule, with its much less urbanised landscape. Of Yarra's native vegetation cover, 6% occurs within public land, leaving approximately 5% cover within private land. While this provides a good base from which to work, this is well below recommended percentages for landscape vegetation cover and there are good opportunities for increasing the cover of native vegetation within council's open spaces. It is recommended that a benchmark of 20% native vegetation cover is the accepted amount to sustain woodland bird communities.

While most natural areas of open space - largely located within Yarra Bend Regional Park - are managed by Parks Victoria, the City of Yarra manages 94 open space reserves or parks, covering over 157 ha (see **Map 3** on **Page 25**). The City of Yarra-managed open space reserves range from approximately 24 ha (Kevin Bartlett Reserve, Burnley) to fewer than 0.1 ha (Chestnut Street Reserve, Cremorne). The larger reserves are generally situated along waterways, while the smaller reserves mostly fall within the urban development matrix.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

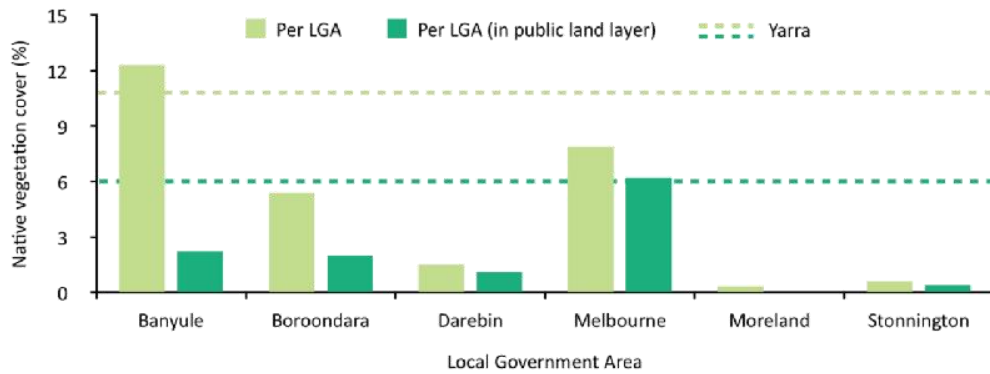


Figure 6 Comparison of native vegetation cover between adjoining municipalities

The City of Yarra is home to many sites of natural significance, which are primarily linked with the waterway corridors, especially the Yarra River. The vast majority of remnant native vegetation located on public land (**Map 4 on Page 26**).

During the BHS, areas of vegetation that met a set of criteria using the 'Habitat Hectare' methodology as per the *Native Vegetation Assessment Method* (DSE 2004) were mapped as 'Habitat Zones', and classified into individual 'vegetation communities'. In total, six different vegetation communities were recorded, which covered 27.25 ha across Yarra. For representative images see **Figure 7 to Figure 11**, and for the distribution of these communities see **Map 4 on Page 26**. The reserves with the greatest number of vegetation communities were Burnley Park (6), Hall Reserve (5), Alphington Park Wetland (5), Rushall Recreation Reserve (5), Park Street Linear Reserves (4), and Coulson Reserve/Knott Reserve (4).

Small areas of wetland vegetation comprising the Aquatic Herbland and Tall Marsh communities are restricted to locations within Alphington Wetland and McConchie Reserve.

Gould's wattle bats roost most commonly in tree hollows, particularly in River Red Gums. They are one of the first bats to emerge from their hollows after sunset. Photograph by Bill Jackson.



Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Figure 7 Aquatic Herbland, Alphington Wetlands.



Figure 8 Floodplain Riparian Woodland at Rudder Grange, Alphington.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Figure 9 Escarpment Shrubland between the Yarra River and Yarra Boulevard, Burnley.



Figure 10 Plains Grassy Woodland at Coate Park, Alphington.

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Figure 11 Tall Marsh at McConchie Reserve, Burnley.



*White-striped freetail bat. Their call can be heard distinctly at night as a regular metallic 'Ting, ting, ting'.
Photograph by Bill Jackson.*

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Map 3 Existing Yarra Open Space. [Placeholder Map – Update Map in line with Final YOSS, make A3 pull for printing]

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Map 4 Distribution of indigenous vegetation and significant habitat trees in Yarra.

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Significant habitat trees

Large significant habitat trees act as 'stepping stones' across the landscape for birds, bats and arboreal mammals. They are distributed broadly throughout the municipality (**Map 5 on Page 31**), either as single trees or positioned along streets. However, in some key areas significant habitat trees occur in relatively high densities (e.g. Edinburgh Gardens and Darling Gardens). A number of animal species such as Ringtail and Brushtail Possums, and the Powerful Owl can use tall trees for shelter and foraging.

During the Biodiversity Health Survey (BHS), significant indigenous habitat trees were recorded when they were encountered in each patch of native vegetation (habitat zone) and as incidental observations within reserves and streetscapes that were surveyed.

Generally, large indigenous hollow-bearing trees are scarce across the municipality. A high proportion of the assessed indigenous trees in the municipality are young and not large enough for the development of hollows. A large proportion of the older trees across the municipality are species that are less likely to form hollows. This includes both planted exotic and introduced native species. Exotic trees in reserves such as Edinburgh Gardens rarely provide a wide range of hollow sizes suitable for a diversity of native fauna. These tend to be utilised by introduced/non-indigenous and/or urban tolerant bird species (e.g. Rainbow Lorikeets, Galahs, and Corellas) and Brushtail Possums.

The majority of hollow-bearing trees recorded in the BHS were either very large old River Red Gums (which were sparse), or in exotic Elm or Oak trees. Regardless of the origin of the tree species, hollow-bearing trees should be protected wherever possible, as they are a key habitat resource which can take many human lifetimes and sometimes hundreds of years to replace naturally.

The Grey-headed flying-fox roosts at Yarra Bend Park in a colony of up to 30,000 individuals. It is the only fruit bat that lives in Yarra. Photograph from Getty Images



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Bird usage and tree habitat values

During the BHS bird censuses conducted along the streetscapes, native street trees were assessed as providing greater habitat values for bird species than exotic trees, particularly for honeyeaters, lorikeets and insectivores (**Figure 12**). These trees may also provide occasional habitat for endangered bird species such as the Swift Parrot. Insectivorous birds were expected to use a greater number of exotic street trees.

Both native and exotic tree species provide flowering resources for honeyeaters and lorikeets, and the appropriate canopy structure and tree trunks for foraging insectivorous species. Native trees are expected to provide greater numbers and size ranges of hollows that can be potential nesting and/or breeding sites. Frugivorous bird species would be mainly limited to foraging in native fruit-bearing trees (or backyard fruit trees, which were not assessed as part of the BHS). The streetscape along Pigdon Street provides nesting habitat for Cockatoos in the Canary Island Date Palm trees. Other resources for Cockatoos occur along Stawell Street where Sheoak and Hakea species are present. All the mapped significant habitat trees and street trees provide 'stepping stones' across the landscape for bird movement.

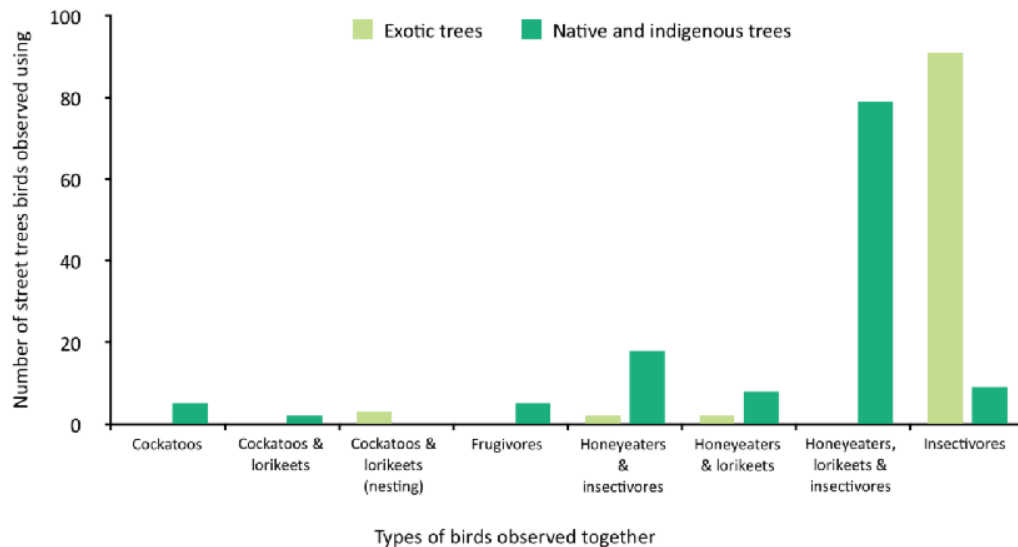


Figure 12 Usage of street trees by various birds.

The location and type (exotic, native or indigenous) of tree species will influence the range of bird species likely to inhabit the trees present. The exotic trees across the City of Yarra tend to generally be older, and whilst they do provide some refuge and nesting opportunities, it is only for a small suite of urban tolerant bird species.

Native and/or indigenous tree species provide a wider range of habitat values across the full spectrum of bird species recorded in the municipality. Although many of these tree species are yet to reach their maturity, there are clear indications their resilience to drought and adaptability present a longer term option to sustain ecological function through the Climate Emergency in addition to providing a broader spectrum of shelter and foraging activities for birds, than those provided by exotic tree species.

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Critical habitat, ecosystems and habitat corridors

During the Biodiversity Health Survey a number of locations of Critical Habitat were identified within the municipality. These were primarily for wetland and waterway dependent species in and around the Yarra River and its wetlands. Further from the immediate waterway areas, critical habitat is provided in other locations for woodland species. This is sometimes on the basis that significant habitat trees or other key habitat features are present. Areas of Critical Habitat are shown in **Map 5**.

Synthesis of the results of the Biodiversity Health Survey assisted in creating an Ecosystem Model that can be used to plan and measure management actions (**Figure 13**). This model includes animals that can be considered as focal species, as their needs align with a series of important habitat features. Therefore, if this type of animal is healthy and reproducing, it can be derived that there are satisfactory levels of critical elements (food, water, and shelter) indicating the focal species' requirements are being fulfilled. It is recommended that this ecosystem model is promoted internally and to the community. Additionally, these animals are recommended for use when planning and designing habitat links or enhancing existing areas of critical habitat.

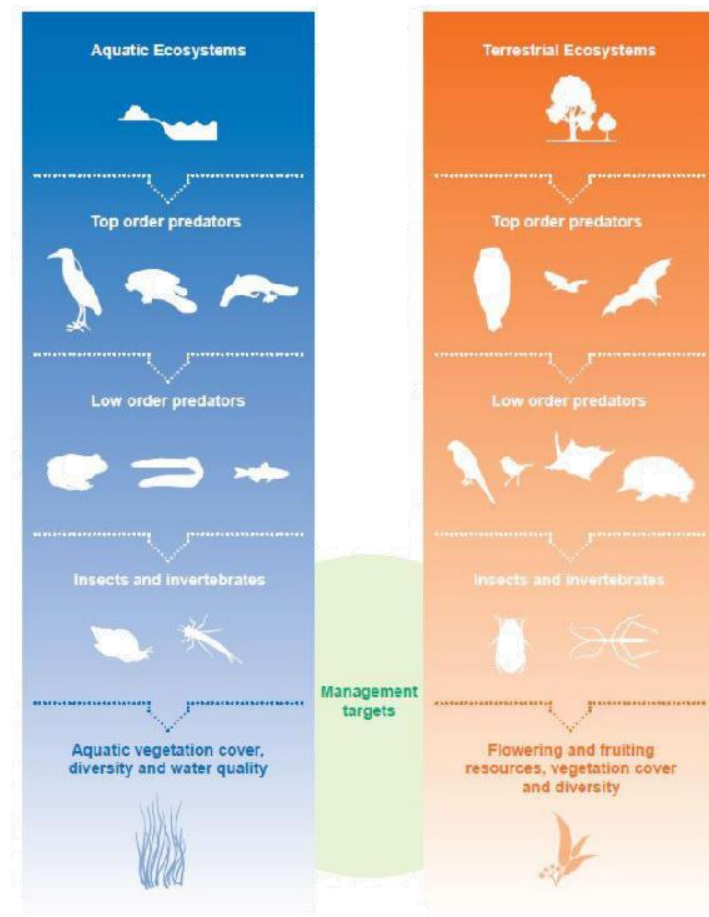
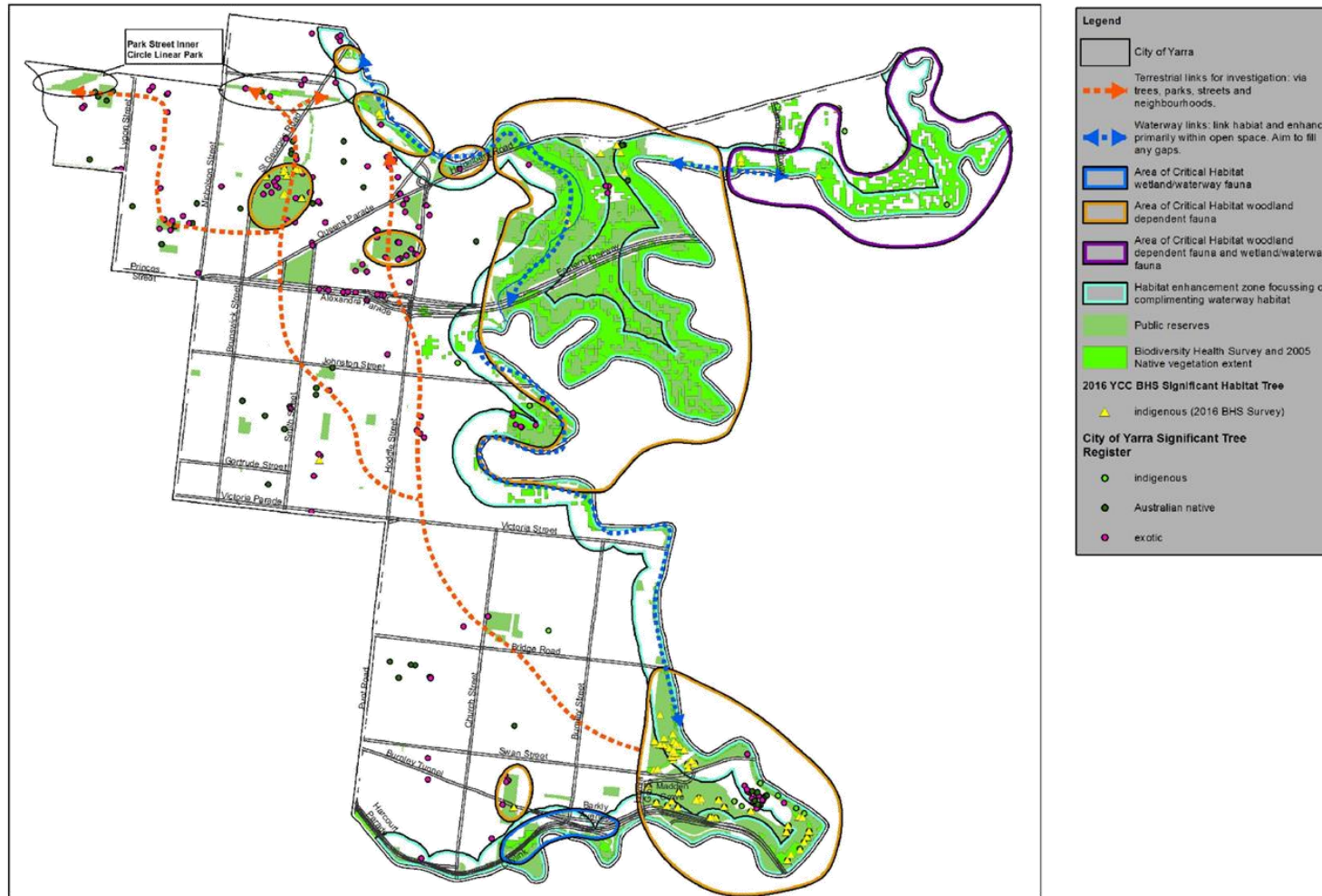


Figure 13 Ecosystem model for the City of Yarra.

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Habitat corridors or links differ from critical habitat in that they provide fewer habitat resources for fauna to complete their life cycle. Corridors provide the basic habitat elements to enable animals to move safely across the landscape, sometimes between two or more areas of critical habitat. There are several important corridors for fauna movement within the City of Yarra, and further corridors that could be created. These are shown in **Map 5**.

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Map 5 Opportunities for strengthening and creating habitat links across the City of Yarra

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Could sugar-gliders fly across Yarra's skies?

The Yarra River corridor is known to support populations of Sugar Gliders (*Petaurus breviceps*); small gregarious creatures that creep out and soar between trees as the sun goes down.

While there are only a few official records of these animals locally, a recent study in the City of Boroondara found populations that live just to the east of Yarra. As they're now known to live so close, it's likely they're in the City of Yarra as well.

While we don't know exactly how many Sugar Gliders live locally, we can encourage more of them to move in! It might take a while to eventually see them soaring above Carlton, but not if we really try!

Would you like to see Sugar Gliders gliding in the Yarra skies? This is how can we make it happen:

- They live in small tree hollows that have developed in older trees, so if there aren't lots of old trees with hollows, we can help by putting up nest boxes or creating artificial hollows.
- More trees could be planted so that they too would eventually become large and old with their own hollows.
- Retain as many large old trees as possible. Undertake interventions to prolong tree life (cabling and other stability works).
- Implement a program of person-made chainsaw hollows in suitable large trees along the waterways and adjacent park areas.
- They love to eat nectar, insects and fruit. And they especially love feasting on the sap of Wattles, their favourite treat. So we'd need to plant plenty of the types of trees and food plants that they like. Again this would include indigenous trees like Yellow Box and Manna Gums as well as wattles, in clusters near the trees.
- They like to live in family groups called clans of around seven animals, so for them to live in one place together they would need enough room for everyone.
- They can glide, they need tall trees within a distance that they can safely reach (up to 90 metres apart, but preferably closer). And for them to feel safe, they need trees with good canopy cover.
- Start a community nest box program on Council and private land. Engage qualified arborists/tree climbers to install boxes and the community can use wireless nest box cameras to monitor how many Sugar Gliders use the boxes as homes.



Sugar Glider in a nest box. Photograph by Craig Lupton

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Current policy and strategy relating to nature

The maintenance and enhancement of natural values are relevant to a cross organisation focus and has close relationships with a broad range of other council policies and strategies. The most closely related strategies and policies are shown in **Figure 14**. Further detail on each of these policies, strategies and how they relate to the Nature Strategy is provided in **Appendix 1**. Further information on the legislative context for the Nature Strategy is provided in **Appendix 2**.



Figure 14 Plans, policies and strategies relevant to the Yarra Nature Strategy

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What does Yarra do to support nature?

There is a suite of direct and indirect actions/approaches that Council implements that have positive impacts on nature conservation and engagement, including:

Staff resources:

The City of Yarra currently allocates approximately 1.6 FTE to nature conservation outcomes, providing oversight and coordination of strategic biodiversity and operational bushland management outcomes.

Management and restoration of natural values:

- Bushland management work focuses on 31 Core Bushland sites with additional and substantial native plant restoration programs at Alexandra Parade (0.78Ha) , Burnley Golf Course (12Ha) and the Burnley Circus Site (1.5Ha) to name a few.
- The City of Yarra's reserves that are primarily native vegetation cover an extent of 33.6 hectares with another 4.4Ha indirectly managed through a Parks Victoria and Merri Creek Management Committee partnership.
- The 38Ha bushland management program is delivered by a team of professional bushland management contractors via a structured program of management.
- Each of the reserves with bushland values have been mapped, and bushland areas allocated into a series of management categories that align with an adapted version of the *Society for Ecological Restoration Australasia (SERA) National Standards for Ecological Restoration*.
 - The bushland management team are employed on a long-term contract. This requires that they meet set KPIs associated with monitoring data linked to the adapted SERA standards including: percentage cover for weeds and native vegetation; including grasses, herbs, shrubs and trees – that are monitored via regular transects
 - Bushland management work includes weed management, vegetation planting, mulching, slashing, rubbish removal and other miscellaneous tasks.
 - An annual audit that appraises the site condition of habitat zones with reference to the relevant vegetation community (EVC), management standard required and species diversity
- A monitoring program is completed by a separately contracted ecological consultant to measure progress towards long and short-term management goals, which mainly focus on seeking improvements in native vegetation cover and reduction in weed cover.
- A program of revegetation work is completed annually and this is largely targeted towards areas of existing vegetation, as well as extending patches of native vegetation, and filling gaps. An average of 15,000 – 20,000 indigenous ground cover, understory and trees are planted annually.
- The City of Yarra is a member body of the Merri Creek Management Committee (MCMC) and the Darebin Creek Management Committee (DCMC) and contributes financially towards supporting these two organisations in areas of Planning and Coordination, Ecological Restoration and National Tree Day, Community Education and Waterwatch events.
- City of Yarra also partners with Parks Victoria to deliver bushland restoration work in Yarra Bend Park to achieve biodiversity outcomes across boundaries. City of Yarra expands MCMC's capacity to improve the Merri Creek by facilitating a partnership with Parks Victoria and deliver the on ground bushland restoration funding component in Yarra Bend Park.
- An annual grant is received from Melbourne Water through the 'Corridors of Green' Grants program, to deliver the Yarra River Escarpment Remnant EVC Restoration Project. This is an ongoing project that aims to reinstate the Yarra River riparian corridor.
- Additional funding is offered by Melbourne Water through their 'Corridors of Green' Grants program for which council has been regularly successful applicant. The Yarra River Loy's Paddock Escarpment EVC Restoration Project is one such ongoing project that aims to reinstate the Yarra River riparian corridor.
- In its own projects in council managed land, the City of Yarra engages suitably qualified consultants to inspect trees/vegetation for wildlife prior to tree removal. If wildlife is identified, the consultant will minimise stress and ensure the safety of wildlife that are displaced during tree removal in line with the Governor in Council Order (2003), under the Wildlife Act 1975.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

- The City of Yarra has implemented a range local and regional fox control programs to comply with the Catchment and Land Protection Act 1994 (CaLP) noting the Red Fox is declared as an “Established Pest Animal” in Victoria.
- Council provides advice on techniques to exclude exotic birds from resident’s gardens such as the Common or Indian Myna.
- In addition to activities associated with the direct removal of red foxes, reduction in habitat disturbance and fragmentation is likely to reduce predatory-prey interactions. The Bushland maintenance program will continue to improve the coverage of indigenous vegetation to support those species predisposed to fox predation.

Water management:

Council has installed and maintains over 100 Water Sensitive Urban Design (WSUD) features in council managed land. More than half are rain gardens and collectively these assist in delivering:

- Reduced volume of stormwater entering the Yarra River and Merri Creek, leading to an improved aquatic environment.
- Reduced minerals and nutrients enter waterways that improves water quality in the Yarra River and Merri Creek, and Port Phillip Bay.
- Reduced velocity of stormwater flows assisting in the mitigation of flash flooding events.
- Improved biodiversity as a result of the green space provided by rain gardens, especially where local native plants are used.
- Decreased urban heat island effect as a result of increased green space.

An Integrated Water Management Plan has been drafted and following a period of community consultation, is due to be presented to Council for adoption in September 2020. This plan will deliver a range of actions to ensure that water is used wisely and sustainably to keep our environment and community healthy. The plan will complement the Yarra Nature Strategy.

Streetscape management:

Council manages over 2200 (approx. 34,000m²) traffic garden beds under contract which equates to more than 4 Ha of green space. Many traffic garden beds have native plants and managed for biodiversity outcomes with some specific planting of indigenous grasses, ground covers and shrubs which provides food for local birds and insects. Traffic gardens beds are also used as seed banks when planted with local provenance plant species.

Creating an Urban Forest:

The vision for the Urban Forest Strategy is for: a more liveable city supported by a healthy and growing urban forest.

Objectives of the Urban Forest Strategy (UFS) include:

- To enhance Yarra’s healthy and growing urban forest, improving liveability and mitigating the impacts of the urban heat island effect
- To manage current and future tree-stock through best practice urban tree management using evidence-based planning and decision making, together with cross-organisational implementation and innovation
- To engage and support community involvement in the development of a flourishing and unique urban forest

Implementation of the UFS intends to include the development of a 10-year Priority Plan. In this plan, planting locations will be decided based on primary drivers including significant areas of biodiversity and areas identified as important linkages for fauna, including tree canopy corridors and understorey linkages to address the Climate Emergency.

Another action associated with the Urban Forest program will be to develop support materials to embed urban forest principals into capital works and open space programs to realise outcomes that benefit natural-values.

Council plants between 800-1000 trees per annum in streetscapes.

Urban Agriculture:

The City of Yarra Urban Agriculture Strategy 2018 – 2023 helps promote sustainable local food systems and build community resilience. Sustainable local food systems improve the management of the food cycle from production through processing, distribution, access, consumption and resource and waste recovery. Whether it be growing a few herbs on a balcony, a roof top farm, developing a market garden or

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

contributing to a thriving community growing space, urban agriculture is becoming increasingly popular. On a systems level, urban agriculture adds to the multifunctionality of the urban fabric, by facilitating a wide range of benefits to urban communities, including recreational social and cultural benefits as well as environmental (urban greening, climate regulation, biodiversity, nutrient recycling).

A key urban agriculture action is to develop educational material with partners to enhance community understanding of traditional foods and agricultural practices.

Urban Agriculture (UA) systems have the ability to increase the biodiversity of urban landscapes. UA systems offer an extensive, varied, and undervalued resource for enhancing urban biodiversity and improving connectivity across the larger landscape. Furthermore, biodiversity supported by UA can increase the quality and quantity of ecosystem services delivered across the urban sphere. (The future of urban agriculture and biodiversity-ecosystem services: Challenges and next steps: Brenda B. Lina, Stacy M. Philpottb, Shalene J. hac, 8/1/2015)

OS Design (YOSS - Open Space Design and Management Guidelines):

These guidelines aim to support the core guiding principles and directions for open space as set out in the Yarra Open Space Strategy (in prep.) Existing Council policies and best practice inform these guidelines. The guidelines are to be referred to in relation to the future design and management for all open space in the City of Yarra.

Guidelines related to nature/biodiversity are principally addressed in:

6.2 Climate change/urban greening

- 6.2.1 Protecting mature canopy trees
- 6.2.3 Vegetation selection

6.3 Biodiversity values and natural character in open space

- 6.3.1 Open space with nature conservation values
- 6.3.2 Biodiversity values in other areas of open space

Embedding Green Infrastructure Guidelines:

The Embedding Green Infrastructure Best Practice Toolkit has been developed by the City of Yarra with input from multiple councils to create a tool applicable for all Victorian Local Government.

This toolkit will help Council's assess their own practices against best practice green infrastructure guidance. It also provides a resource manual to help the implementation of green infrastructure become streamlined, cost effective, and business as usual.

Green infrastructure refers to trees, shrubs, grasses and Water Sensitive Urban Design (WSUD) in urban environments. Green infrastructure addresses a direct and important link between greening and water management. Healthy trees and vegetation rely on the provision of soil moisture to thrive and flourish, while vegetated areas play a key role in absorbing, treating and controlling stormwater runoff in urban areas.

Green infrastructure improves the environmental and social quality of an area and contributes to improving the long-term liveability of our cities and communities. Our cities face a number of pressures including population growths, increased urban development, and the effects of climate change, such as rising temperatures and extreme weather. Creating green, cool, climate adapted spaces will be key to responding to these pressures and emphasises the importance of local governments embedding green infrastructure into the planning, design and function of our cities.

The Toolkit consists of:

- Best Practice Review
- Case Studies
- Self Assessment Tool
- Economic Framework
- Design Guidelines

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

'Embedding Green Infrastructure Best Practice Toolkit' is the result of the Victorian Climate Change Grant from the Department of the Environment, Water, and Planning (DELWP).

The City of Yarra is the lead Partner in this project, with other Project Partners being Cities of Melbourne, Brimbank and Moreland, the Green Infrastructure Research Group, and the Northern Alliance for Greenhouse Action.

Yarra Community Grants:

The City of Yarra annual grants provide financial and in-kind support for community initiatives and projects.

In 2020 this program will invest over \$900,000 in programs which support and enrich the Yarra community. The funded programs will address a wide variety of local needs and promote connectedness and well-being across Yarra. The Annual Grants are split into a number of different streams. Some of these streams also have sub-categories. These are:

Arts and Culture, Community Development, Community Housing Family, Youth and Children, Sports and Recreation, Sustainability and Youth-Led Grants

Sustainability Stream

The Sustainability Stream seeks to support initiatives that engage and empower the community to take environmental action at a local level. This is in line with Council's Yarra Environment Strategy and other sustainability commitments.

Council encourages grant applications that seek to address these climate, waste and resource use priorities. Council also has commitments and programs to enhance urban agriculture, sustainable transport and biodiversity and welcomes applications that respond to these areas.

There are two project categories: Partnering for Sustainability and General Sustainability Grant.

General Sustainability Grant

The General Sustainability Grant supports a diverse range of smaller projects to deliver sustainability outcomes. Projects may be broad and holistic or may focus on any particular aspect of environmental sustainability. Project management, promotional, on-ground and capacity building activities are all eligible. Infrastructure and equipment may be funded as long as they are part of a holistic project that benefits and engages the community.

Partnering for Sustainability

This category seeks to support community projects that are larger and more complex in nature, the priorities for this funding stream are:

- Partnerships
- Legacy
- Reach
- Innovation

Cats in the urban environment – a challenge for native wildlife management

Cats are a deeply entrenched part of many people's lives, often considered a core part of the family. However, the threat they pose to native animals is not trivial, and is vital to pragmatically address.

Cats hunt throughout the day; their exceptional night vision offers a distinct advantage for nocturnal predation to target native wildlife sleeping or active in a cat's perceived 'territory'. CSIRO have acknowledged the devastation both feral and domestic felines wreak on biodiversity and have investigated various mitigation measures designed to hinder cat hunting ability, including desexing to reduce wandering and nuisance behaviours.

While containment and revising regulations governing cat ownership aim to reduce cat densities, further consideration to prohibit cat ownership around conservation areas has been a long adopted strategy by some urban fringe councils. Yarra's Domestic Animal Management Plan and the Wildlife Management Plan make reference to

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

the cat predation problem and their review in the coming years will need to consider recent data about Victoria's species extinction rates.

While Council's direct management of cats is largely undertaken by Yarra's Compliance and Parking Services Team, this Strategy aims to further articulate the impact of cat predation through the development of a Literature Review, to support further collaboration across the several departments and surrounding councils and collaborating with the Communications and Engagement Unit to develop a communications plan to educate and promote responsible cat ownership and keeping cats inside at night.

Opportunities and challenges for nature

Essential to this strategy's development, has been the stakeholder engagement process that involved the Wurundjeri Woi Wurrung Council, community group members, experts in flora, fauna and land management policy, adjoining land managers, regional authorities and City of Yarra staff. This invaluable process identified the following opportunities and challenges which shaped the basis to draft a strategy:

Wurundjeri Woi Wurrung

- The Wurundjeri Woi Wurrung Council are key partners in the management and appreciation of natural values in the City of Yarra, as many or all of the natural values are also cultural values. Engagement and involvement of the Wurundjeri Woi Wurrung Council to ensure their values and stories are honoured and conserved is integral to this Nature Strategy. This Strategy includes actions that seek opportunities to work with the Wurundjeri Woi Wurrung Council in recognition of their heritage and custodianship of the land. This may be done in partnership with other areas of council, for example Urban Agriculture or Community Partnerships.

Biodiversity values

- The Yarra River and its parklands form a substantial and significant base of critical habitat along the eastern border of the municipality upon which to build further biodiversity values.
- The Merri and Darebin Creeks provide two important northern habitat links, which link to the Yarra. These waterways are well loved, accessible and comprise a myriad of natural values. These areas can be strengthened, connected and form the anchor points for terrestrial links.
- The Biodiversity Health Survey, completed in 2016 provides a solid resource to base future work on and the ecosystem model is useful from an ecological perspective. However, there is more information that is known by local experts (land managers, Wurundjeri Woi Wurrung Council, community groups, indigenous nurseries and academics) that needs to be considered. Examples include: locations of high small bird diversity known only to long-term bird observers; locally rare plants that may become lost; and culturally significant areas for the Wurundjeri Woi Wurrung.
- Recognising and surveying for other 'urban significant' species such as, frogs, echidnas or sugar gliders. Certain species guilds may have niche habitat requirements that are not identified as having high biodiversity values via scientific measures. Nevertheless, these species may be useful for engaging the community with nature-based programs, as they are 'likeable critters' and easier for the community to identify with than an obscure bird species. This can be in addition to more abundant species such as the common ringtail and brushtail possums, which are widely known to the public, though still face their own challenges in urban environments.

Council

- Within council, natural affinity exists between the conservation of and engagement with nature and the areas of Open Space, Environment and Sustainability, Urban Forestry, Heritage, Water Management, Planning and Urban Agriculture. There would be a benefit to seeing each of these teams better linked and interacting to achieve better outcomes for nature in the City of Yarra. The Nature Strategy will need to acknowledge and interact with the strategies and objectives of these other teams, seeking synergies and opportunities for positive outcomes.
- The impacts associated with new development and higher density urban areas has been emphasised as both an opportunity and a threat. There are biodiversity opportunities that have been identified via use of the planning scheme as well as supporting guidance for planners and applicants to see better outcomes in the

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

private realm. Additionally the possibility of introducing a development levy for nature has also been suggested more than once during stakeholder engagement.

Water management

- Water quality and water infrastructure, including stormwater management are integral to ensuring the health of natural systems in the City of Yarra. Waterways and wetlands are also indicated as being of cultural importance to the Wurundjeri Woi Wurrung Woi Wurrung. This needs to be reflected back through all areas of council and via partnerships with other relevant agencies, i.e. Melbourne Water, Wurundjeri Woi Wurrung Woi Wurrung Council and water service providers.

Community

- The community (residents and visitors) of the CoY can take action and contribute, and will also benefit via higher quality natural values in all areas of the municipality. The City of Yarra has been relatively conservative in resourcing community engagement in nature compared to other Councils. Community groups are currently acting as a conduit for community engagement. This could be built on but should be complemented by investment in staff resources as well as augmenting relationships with existing community groups, recognising the work that they currently do and assisting them to build on that.
- The community has emphasised the importance of ongoing ecological knowledge, innovation and trials in implementing more sophisticated approaches to on-ground biodiversity management. This could involve:
 - annual review of elements of ecological function
 - planning for ecological outcomes based on natural systems, species outcomes and corridors rather than by park/reserve
 - consideration of senescent (aging) vegetation and on ground management techniques to replace vegetation, possibly through natural recruitment
 - provision for trials and innovation in on-ground management and reintroductions
 - continuity in management and preserving/documenting ecological knowledge
 - coordination of land management across all land managers i.e. Parks Victoria and Melbourne Water
- The Yarra Environment Strategy community engagement process has demonstrated that there is an appetite for integrating nature-focussed elements and habitat features into the private, streetscape and neighbourhood-scale realm. Community members believe this will result in benefits for health, wellbeing and amenity over and above the ecological benefits.
 - Priority 1. Everyday nature / greenscaping
 - Priority 2. Community engagement and capacity building, education and youth
 - Priority 3. Thriving neighbourhoods
 - Priority 4. Take urgent action towards climate neutrality and zero waste
 - Priority 5. Council leadership
 - Priority 6. Support business sustainability
- Urban Agriculture programs and activities which are already well established in the City of Yarra contributes to positive natural values outcomes and there are natural synergies which should be explored and strengthened through both this strategy and the Urban Agriculture strategy. Good working relationships will see improved outcomes in each complementary area.

Communication

- A dedicated communication program for nature-focussed news, initiatives and interactions is required. This would also serve to build trust with the community, that council are managing natural values in an informed and timely way. In particular the community were interested to see greater transparency around what is being done/where/why? One suggestion was for council to develop a semi-accessible online platform for the community to observe progress of land management and to contribute to it.

Adjacent councils

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

- Other councils have implemented initiatives and set standards that can be adopted by the City of Yarra. Many examples exist that could be easily adopted, thereby enabling council to benefit from the learning's of others. One example is City of Melbourne's native street garden planting palate and urban nature planting guide that is available on the City of Melbourne's website.
- There is goodwill and enthusiasm for cooperation between staff from adjoining municipalities to work across-borders on projects that will benefit all.

Relationships with other institutions

- The City of Yarra is very well placed to engage with academic institutions who are actively involved in urban ecology research. Melbourne University's Burnley Campus lies within the municipality and already completes projects within council reserves. Other institutions like RMIT also have an interest in urban ecology and could



assist with collaborative research and other initiatives as they have with other urban municipalities.

The Platypus currently inhabits the waters of the Yarra River and Merri Creek. Photograph from Getty Images

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*The Powerful Owl uses the vegetation of the Yarra River, Merri and Darebin Creek corridors to forage and shelter.
Photograph Craig Lupton*

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Extinction crisis – an opportunity for action

Biological diversity is messy. It walks, it crawls, it swims, it swoops, it buzzes. But extinction is silent, and it has no voice other than our own. Paul Hawken, journalist, philanthropist.

In May, 2019, the United Nations Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) panel released the most comprehensive report yet on the state of global ecosystems, highlighting that up to one million plant and animal species face extinction, many within decades, because of human activities.

Without drastic action to conserve habitats, the rate of species extinction — already tens to hundreds of times higher than the average across the past ten million years — will only increase, says the analysis.

The loss of species and habitats poses as much a danger to life on Earth as climate change does, stated a summary of the work, released on 6 May 2019.

Anne Larigauderie, IPBES executive secretary stated that “Biodiversity should be at the top of the global agenda alongside climate. We can no longer say that we did not know”.

Along with the Climate Emergency, this extinction crisis presents a real challenge for every person and particularly every organisation in a place of influence, such as the City of Yarra. It also provides a compelling reason to act.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Nature in Yarra: The way forward

This Nature Strategy is being developed at a time when the value of nature is being recognised; and as the effects of increasing urbanisation and climate change are hitting urban environments and an awareness of the plight of nature is becoming heightened.

This is the first Nature Strategy for the City of Yarra and while it includes a strong focus on the conservation of nature and on engaging the community with natural values, importantly, it also seeks to strengthen internal processes and resources to ensure that natural values are considered as core council business. This is being undertaken with the overall aim that the City of Yarra will lead via its nature conservation activities, like Yarra has for many years on other important issues like sustainability and climate action.

There is significant opportunity to improve habitat and reinstate local plant species in Yarra which can in turn support further wildlife. This is one opportunity to address the current Extinction Crisis, while creating a more adaptable urban environment in the face of the Climate Emergency. Where opportunities exist in lawn areas, and under tree canopies where appropriate, the reinstatement of indigenous midstorey and understorey vegetation should be considered as a part of future open space management objectives and outcomes.

Conservation of nature

In 1982 the *World Charter for Nature* was adopted by United Nations member nation-states. It proclaims five "principles of conservation by which all human conduct affecting nature is to be guided and judged."

1. Nature shall be respected and its essential processes shall not be impaired.
2. The genetic viability on the earth shall not be compromised; the population levels of all life forms, wild and domesticated, must be at least sufficient for their survival, and to this end necessary habitats shall be safeguarded.
3. All areas of the earth, both land and sea, shall be subject to these principles of conservation; special protection shall be given to unique areas, to representative samples of all the different types of ecosystems, and to the habitats of rare or endangered species.
4. Ecosystems and organisms, as well as the land, marine and atmospheric resources that are utilized by man, shall be managed to achieve and maintain optimum sustainable productivity, but not in such a way as to endanger the integrity of those other ecosystems or species with which they coexist.
5. Nature shall be secured against degradation caused by warfare or other hostile activities.^[1]

Yarra's role in valuing and conserving nature

In recognition of themes that are associated with the UN Charter for Nature and similar agreements, the City of Yarra's key roles in conserving and improving nature are:

- To ensure that the City of Yarra actively seeks the conservation of its natural values through its own management and leadership.
- To ensure Wurundjeri Woi Wurrung values and interests are included and integrated in nature conservation and engagement activities, seeking methods to involve Wurundjeri Woi Wurrung in decisions and custodial activities.
- To work with local, municipal and regional networks to promote natural values and to seek methods to progress positive outcomes for nature.
- To provide education, support and engagement opportunities to residents and visitors through a dedicated engagement and communications program.

Limitations of this strategy

This strategy is designed to be focused and realistic with clear aims and objectives. As the first Nature Strategy for the City of Yarra, there are many items that are new for council, requiring leadership and commitment of new resources.

This strategy also focuses on building networks and processes in recognition that the governing processes for natural values sit across many different council teams. Indeed, most council teams will be relevant to seeing the success of this strategy. Similarly, collaboration will also need to extend to all neighbouring municipalities and land managers.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

This strategy is a stepping stone, it aims to build the foundations of processes and programs to see better outcomes for the natural values in the City of Yarra while maintaining some flexibility to be responsive to any future/new opportunities that may arise.

The timeframe of four years applied to the strategy is intentionally short in recognition that this policy area is rapidly evolving and that regular revision will ensure it stays relevant.

Monitoring and evaluation

Monitoring will be integral to ensuring the success of the strategy. It will be required at various levels and for a variety of purposes. These include:

- Progress against management priorities and actions. This includes reporting annually across all relevant teams on key implementation actions, particularly those which have short or ongoing timeframes.
- Onsite results in bushland and weed management against current or revised standards.

To maintain the relevance of this strategy: priority actions, resources and training requirements will be determined annually, following a review of the following performance measures towards achieving its objectives:

- Reports on actions outlined in this Strategy will be provided to council annually.
- This strategy includes provisions for periodic review and adjustment.
- This will occur via annual internal and external progress reviews. These review processes will be informed by consultation with other stakeholders and the community.
- A detailed report and review will take place at the end of the four year period.



Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Nature Action Plan 2020-2024

This action plan provides a summary of the actions and targets that are proposed to meet each of the four goals. Details are provided on proposed timing, internal collaboration and external partnership opportunities and what level of impact action delivery will have on the business. For example, actions will be delivered through business as usual processes, capital works, new initiative bids/business case and/or external funding. All actions are subject to the Council annual budget cycle, and approval process and service delivery priorities. Unless otherwise stated, the Biodiversity and Urban Agriculture Team, City Works Branch, will be responsible for delivery of the Nature Action Plan 2020-24.

Further detail for each of these actions is provided in **Appendix 3 Nature Action Plan context**.

Goal 1: Increase the diversity, connectivity and resilience of Yarra's natural environment

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
1.1 Consolidate and grow areas of high quality, diverse habitat	Consolidate and increase the condition of all patches of current indigenous vegetation.	Indigenous vegetation understorey score in all current native vegetation patches increased by 20% by Year 3.	Medium Year 1 – 3	Contractors, community groups and Universities, Wurundjeri Woi Wurrung Council Narrap Team
	Review all indigenous vegetation patches in the context of their role as habitat within a corridor and their contribution to ecological function. Adjust management approach accordingly, following collaboration with the Wurundjeri Woi Wurrung Woi Wurrung Council Narrap Team to consider adopting traditional practices in Yarra.	Management planning for bushland areas includes consideration of ecological function for key indicator species and consideration of threatening processes by end of Year 2. This is documented and monitored.	Medium Year 2	Ecological consultants, contractors, community groups and Universities, Wurundjeri Woi Wurrung Council Narrap Team
	Prioritise some areas for enhancement and identify locations for linking, while engaging with the Wurundjeri Woi Wurrung Council to consider works in culturally important areas.	Increase indigenous vegetation understorey extent (at >25% cover) within Open Space by 0.5 ha annually.	High Year 1 - 4	Open Space Planning, Open Space Maintenance Community Groups, General Community, Parks Victoria, Local Government, Melbourne Water and Wurundjeri Woi Wurrung Council Narrap Team

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
1.2 Increase flora and fauna diversity	<p>Establish monitoring locations targeting higher quality habitat and also low-quality areas for key indicator fauna groups.</p> <p>Fauna recommended to include:</p> <ul style="list-style-type: none"> • Pollinator insects, butterflies • Birds (diverse range of guilds) • Micro-bats <p>Collaborate with the Wurundjeri Woi Wurrung Woi Wurrung Council Narrap Team to consider alternative indicators of ecosystem health.</p>	Net positive flora and fauna diversity by end Year 3 resulting in an appropriate increase in each of the faunal groups listed.	Medium Year 2 - 3	Community Groups, Universities, Ecological Consultants, Local Government, DELWP, Conservation Groups (FNVC), Bird Australia, Wurundjeri Woi Wurrung Council Narrap Team
	Design and deliver a monitoring program that measures diversity in fauna focussing on key indicator fauna groups (above). Involve public/citizen science where possible.	Monitoring conducted at relevant intervals (as determined by method). Data is useful, interpreted and made publicly available in an engaging way.	Medium Year 2 - 4	Communications and engagement Unit, Yarra CityLab Community Groups, Universities, Ecological Consultants, Local Government, DELWP, Conservation Groups including Field Naturalists Club of Victoria (FNCV), BirdLife Australia, Wurundjeri Woi Wurrung Council Narrap Team
	Where deemed appropriate, initiate re-introductions, particularly for flora in key locations.	Optional target: a 5% increase in indigenous flora diversity within bushland reserves.	Low Year 2 - 4	Victorian Indigenous Nursery Cooperative (VINC), Ecological contractors, Wurundjeri Woi Wurrung Narrap Team
	Collaborate with the Communications and Engagement Unit to develop a communications plan to educate and promote responsible cat ownership and keeping cats inside at night.	To reach the owners of all registered cats in Yarra.	Medium Year 2 - 3	Communications and Engagement Unit and Compliance and Parking Services Team

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
	Develop a literature review related to the impact of cats in Yarra, to be used as a potential 'Justification Paper' for the development of further policies.	An easily interpreted and implemented set of recommendations is created.	Medium Year 2 - 3	Universities (literature review), Compliance and Parking Services Team
1.3 Protect and celebrate significant habitat trees and their values	Building on the trees documented via the Biodiversity Health Survey, document and map all large old trees and others that provide significant habitat. Include a description of their habitat values, including hollows.	Maintain the number of hollow bearing trees. Implement programs to see an increase of 5% annually including planting of indigenous trees, creating artificial hollows and retaining dead trees where it is safe to do so. All significant habitat trees added to the Significant Tree register.	High Year 1	GIS/Spatial Unit Ecological/Arboriculture Consultant, Wurundjeri Woi Wurrung Council
	Engage with Wurundjeri Woi Wurrung Council to ensure Large Old tree values that are culturally significant are adequately considered in the City of Yarra (and its land management partners) policy and practice. This action may align with the Heritage Strategy which aims to engage the community in identifying areas of Natural Heritage value.	All trees identified by Wurundjeri Woi Wurrung Council protected via the appropriate mechanism (such as the Aboriginal Heritage Act 2006 or the Yarra Planning Scheme) if/where this is culturally appropriate and sensitive. Procedures and training in cultural heritage awareness and practice are up to date for all relevant staff.	High Year 1	Statutory and Strategic Planning, City Heritage, Community Partnerships Wurundjeri Woi Wurrung Council
	Ensure local laws protocols are in place to protect all significant habitat trees.	No significant habitat trees removed on streets or open space that is managed by the City of Yarra.	Medium Year 2	Open Space Maintenance, Statutory, Planning, Compliance and Parks Services

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
	Promote significant habitat trees, and their values in an online forum. Encourage public interaction.	The City of Yarra resident's survey indicates increased awareness of significant habitat trees and their values.	Medium Year 2	Communications and engagement Unit
1.4 Understand and conserve habitat refuge areas for plants and animals	Commission a project in recognition of Yarra's Climate Emergency Plan to advise on council's role in providing nature refuge areas (for species affected by climate change) and actions that it can implement.	Climate refuge study complete by end Year 2. Any resulting recommendations funded in Year 3.	Medium Year 1 - 3	Sustainability Unit Ecological Consultant
1.5 Conserve locally rare or threatened flora and fauna	Establish a 'local legends' working and networking group. Key stakeholders include VINC, Parks Victoria, Wurundjeri Woi Wurrung Council and staff from adjoining councils and land managers e.g. Merri Creek Management Committee (MCMC), Darebin Creek Management Committee (DCMC).	No new local extinctions in flora or fauna	High Year 1	VINC, Parks Victoria, Wurundjeri Woi Wurrung Council, Local Government and staff and land managers
	Invest in a project that focuses on the long-term sustainability of locally rare flora and fauna. For example flora seed conservation, seed orchards and plantings with the option to encourage residents to grow a seed orchard for a rare plant at their home.		Low Year 1 - 4 (a four year project)	In House Horticulture Team VINC, Community Groups, Local Community
	Investigate and document locally rare plants and animals. Promote this information via online opportunities and seek engagement from the community.		Low Year 2 - 4	Communication and Engagement Unit Universities, Community Groups, Ecological Contractors

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
1.6 Conserve state and federally significant flora and fauna	Collaborate with other land and water managers to enhance habitat and the conservation status of all confirmed State and nationally-threatened flora and fauna.	No local extinctions of state or nationally threatened fauna in the City of Yarra.	Medium Year 2	Land and Waterway Managers, Community Groups, Universities, local community, Conversation Groups
	Conduct targeted fauna surveys that build on the Biodiversity Health Survey work to confirm a baseline level for threatened fauna within the municipality. Collaborate with other land managers as required, e.g. Melbourne Water for aquatic animals. Parks Victoria and Birdlife Australia (Swift Parrot) as necessary.	Extent of state or nationally threatened fauna is known and documented.	Medium Year 2	Melbourne Water, Parks Victoria, DELWP, FNCV, Birdlife Australia, Universities
	Complete further research to confirm or otherwise, the occurrence of state or Nationally-threatened flora.	Extent of state or nationally threatened flora is known and documented.	Medium Year 2	Melbourne Water, Parks Victoria, DELWP, Universities
1.7 Increase habitat connectivity	Research and develop connectivity plans for keystone or character species for at least 3 habitat links with at least one being a new terrestrial link.	At least 3 connectivity projects delivered in 4 years, focussing on waterways (2) and terrestrial priorities (1). Utilise the priorities established in the City of Yarra Integrated Waterways Plan (see Action 1.9) to align with the objectives of the YRSP.	Medium Year 1 - 4	Strategic Planning, Open Space Planning Adjacent Land Managers, Wurundjeri Woi Wurrung Council, Community Groups, Local Community, Land and Waterway Managers
	Host community consultation meetings during the planning of each connectivity project.	At least 3 connectivity projects delivered in 4 years, focussing on waterways (2) and terrestrial links (1).	Medium Year 2	Communications and Engagement Unit Adjacent Land Managers, Wurundjeri Woi Wurrung Council, Community Groups, Local Community

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
1.8 Increase integrity and innovation in biodiversity management.	<p>Establish a working group of bushland management experts to inform council on its on-ground management and associated programs. Also to collaborate on cross-tenure projects.</p> <p>Include experts such as Merri Creek Management Committee, Darebin Creek Management Committee, VINC, the Narrap team, Melbourne Water, Parks Victoria, land managers from adjoining councils and council contractors. This group may be best implemented as a larger inner-Melbourne working group allowing for information sharing and time efficiencies.</p>	Working group established by end Year 1 and meeting 6 monthly thereafter.	High Year 1	Merri Creek Management Committee, Darebin Creek Management Committee, VINC, the , Wurundjeri Woi Wurrung Council Narrap team, Melbourne Water, Parks Victoria, land managers from adjoining councils and council contractors
1.9 City of Yarra Integrated Waterway Corridors Plan	Contribute to the preparation of a specific integrated waterway corridors plan for Yarra that brings together all the strategic directions and provides an overall single coordinating plan of action.	To acknowledge the YRSP objectives and the need to assess the opportunities locally and across boundaries with partners to deliver the YRSP commitments and to generate plausible strategic waterways restoration projects to access available funding.	High Year 1 - 2	Strategic Planning, and Open Space Planning

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 2: Encourage people to appreciate and actively enhance Yarra's natural landscape

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
2.1 Encourage and support 'nature-focussed' initiatives on private land and throughout streetscapes at the neighbourhood-scale	Establish a 'nature in the neighbourhood' reference group. Consider if/where it is possible to combine with Urban Agriculture and/or Environment Advisory Committee where relevant.	'Nature in the neighbourhood' Action Plan developed in consultation with reference group by the end of Year 1.	High Year 1	Sustainability Unit, Urban Agriculture, Waste Management, Communications and Engagement Unit, Community partnerships, YAC, RMIT, Wurundjeri Woi Wurrung Council, Local Community, Community Groups, Local Government, Gardens for Wildlife Victoria
	Work with the reference group to plan initiatives that include a focus on increasing nature in the private and streetscape realm. This may include integration with Urban Agriculture and indigenous cultural initiatives.		High Year 1	Sustainability Unit, Urban Agriculture, Waste Management, Communications and Engagement Unit, Community partnerships, YAC, RMIT, Wurundjeri Woi Wurrung Council, Local Community, Community Groups, Local Government, Gardens for Wildlife Victoria
	Fund and implement the abovementioned action plan.	500 households in the City of Yarra participating in a nature in the neighbourhood initiative by end of Year 4. One streetscape initiative implemented by the end of Year 4 that aims to introduce nature-focussed elements into a neighbourhood, resulting in wellbeing and community benefits.	Medium Year 2 - 4	
2.2 Invest in nature engagement	Identify resource to deliver community engagement initiatives.	Engage resources to deliver community engagement initiatives.	High Year 1	Human Resources

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
	Scope and deliver a number of nature engagement initiatives. Seek to collaborate with other councils that have run successful programs.	Nature engagement program involving at least two new initiatives in place by end Year 2, with one of the programs being Gardens for Wildlife. Engagement program including Actions 2.1, 2.3 implemented by end Year 2.	High Year 1 - 2	Communications and Engagement Unit, Urban Agriculture, Sustainability Unit. Gardens for Wildlife Victoria, Local Government, VINC, Local Community, Community Groups, Wurundjeri Woi Wurrung Council, Parks Victoria
2.3 Establish a nature in Yarra communications program	Design and implement online communication program for nature-focussed news, initiatives and interactions. Seek to integrate with existing communication mechanisms used in environmental, sustainability and urban agriculture projects.	Engaging nature-based content on the City of Yarra website and other council communications channels throughout the year from when new program commences. Regular engagement via social media.	High Year 1	Communications and Engagement, Urban Agriculture, Sustainability Unit. Communications Consultant, Universities Wurundjeri Woi Wurrung Council
	Trial an online program which allows the City of Yarra to share information about its on-ground management activities and allows the community to assist/contribute to it.		Low Year 2	Communications and Engagement Unit, Urban Agriculture, Sustainability Unit

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 3: Embed nature at the core of Yarra's business practices

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
3.1 Ensure nature is considered as core Council business.	Planning and reporting to consider and address natural values.	<p>City of Yarra's processes explicitly recognise nature as a component of Environment in the quadruple bottom line approach.</p> <p>Nature is one of the 'implications' to be considered within Council Reports.</p> <p>Annual plan includes a dedicated budget line for biodiversity or nature-focussed programs and projects.</p> <p>Ensure Yarra Annual Grants has a separate for category for Nature/Biodiversity enhancement projects.</p>	High Year 1	Governance, Community Grants
3.2 Encourage more natural spaces in the private realm via planning mechanisms.	Provide resourcing to support delivery of strategic biodiversity/natural values requests and projects.	Resourcing support provided	High Year 1	Human Resources, Statutory Planning
	Implement requirement for landscaping plans for permit applications for 2+ lot subdivisions and above.	Increased incidence of indigenous landscaping and habitat components in developments. Shown in Landscaping Plans and monitored by audit of 10%.	Low Year 2	Statutory Planning, Open Space Planning, Urban Design
	Develop pre-application information for planning permits that includes preferences around use of indigenous plants and habitat components.		Low Year 2	Statutory Planning, Open Space Planning, Urban Design
3.3 Consider options for new planning tools to see more nature-focussed outcomes.	Include nature based policy in the draft local planning policies for the Yarra Planning Scheme	Include policy that seeks to protect and enhance natural environments and seek to increase the quality and quantity of the city's biodiversity.	Low Year 3	Strategic Planning

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnerships
3.4 The City of Yarra leads by example	In order to meet the multiple objectives associated with Environment, Sustainability, Nature and Water Infrastructure, seek expert advice on all in-house projects for their 'green infrastructure' credentials, including nature-focussed elements.	All council-led projects to include green infrastructure and demonstrably consider nature and habitat elements in their design and implementation.	High Year 2 - 3	Lead Sustainability Unit, supported by City Works Branch
	The City of Yarra recognises that green infrastructure includes nature-focussed elements and updates process and design practice accordingly.		Medium Year 2	Sustainability Unit

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 4: Make innovation, communication and collaboration the cornerstones of Yarra's nature-focussed programs

Management Principle	Actions	Target	Priority/Timeframe	Collaboration/Partnership
4.1 Collaborate with others who share common goals.	Participate in networks with other municipalities, organisations and institutions who are working on similar issues around urban ecology.	Staff role descriptions and time allocations provided to relevant staff for participation in relevant networks.	High Year 1 - 4	Local and State Government, Community Groups, Universities, Wurundjeri Woi Wurrung Council
	Support partnership projects that result in mutual benefits for nature.	Council management acknowledges optional funding for partnership projects as relevant.	Medium Year 1 - 4	Local and State Government, Community Groups, Universities, Wurundjeri Woi Wurrung Council
4.2 Develop working partnerships with academic institutions	Actively collaborate with an educational institution on at least one new project each year.	At least one project per year is implemented in partnership with an educational institution.	Medium Year 1 - 4	Universities and TAFEs
	Develop a list for a series of projects that include student monitoring of council reserves or encourage teaching and learning in these reserves. The results of this will be fed back to the City of Yarra.	A working partnership to encourage student field studies in council reserves is established by end Year 1 and active by Year 2. Results are useful for all parties involved.	High Year 1	Universities and TAFEs
4.3 Use Smart City technology to assist in conserving natural values	In conjunction with CityLab, scope one project to deliver annually with relevance to nature in the City of Yarra. Option to work collaboratively with other urban councils.	One project is scoped and delivered annually with the assistance of CityLab.	Low Year 2 - 4	CityLab, Sustainability, Communications and Engagement Unit

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Glossary

Alien (species): Not native (also referred to as exotic).

Anthropogenic: Resulting from or produced by human beings.

Biodiversity: A word derived from biological diversity. The variety of all life forms: the different plants, animals and micro-organisms, their genes, and the communities and ecosystems of which they are part. Biodiversity is usually recognised at three levels: genetic diversity, species diversity and ecosystem diversity.

Bioregion: A landscape-scale approach to classifying the environment using a range of attributes such as climate, geomorphology, geology, soils and vegetation. There are 28 bioregions identified within Victoria.

Biosphere: The part of the Earth system comprising all ecosystems and living organisms in the atmosphere, on land (terrestrial biosphere) and in the oceans (marine biosphere). It includes derived dead organic matter, such as litter, soil organic matter and oceanic detritus.

Biota: All the plants, animals and micro-organisms of a particular region.

Canopy: Layer of vegetation elevated above the ground, usually of tree branches and epiphytes. In tropical forests, the canopy may be more than 100 feet above the ground.

Canopy tree: A mature tree (i.e. it is able to flower) that is greater than 3 metres in height and is normally found in the upper layer of the relevant vegetation type.

Climate: The average weather in a region over a long period of time. Average weather may include average temperature, precipitation, wind patterns, ultraviolet (UV) levels and other physical measurements.

Climate change: Any long-term significant change in the 'average weather' that a given region experiences. In recent usage, the term 'climate change' often refers to changes in modern climate due to global warming.

Community or Ecological community: A naturally co-occurring biological assemblage of species that occurs in a particular type of habitat.

Connectivity: The extent to which particular ecosystems are joined with others of similar kind; the ease with which organisms can move across the landscape. Also applies to the extent to which populations of a species are able to interact with each other through gene flow (interbreeding.)

Corridor (for wildlife): A strip of habitat of varying width that facilitates animal movement between otherwise isolated patches of habitat.

Diameter at Breast Height (DBH): The diameter of the main trunk of a tree measured over bark at 1.3 metres above ground level. The diameter is the circumference (in centimetres) of the tree divided by π (3.14).

Dispersal: The movement of organisms from one place to another. This differs from migration, which is a cyclical event due to seasonal changes in resources.

Disturbance (ecological): A temporary change in average environmental conditions that causes a pronounced change in an ecosystem. Outside disturbance forces often act quickly and with great effect, sometimes resulting in the removal of large amounts of biomass. Ecological disturbances include fires, flooding, windstorm, insect outbreaks, as well as anthropogenic disturbances such as forest clearing and the introduction of exotic species. Disturbances can have profound immediate effects on ecosystems and can, accordingly, greatly alter the natural community. Because of these and the impacts on populations, these effects can continue for an extended period of time.

Driver: A process that changes the trajectory of a species or ecosystem. Most ultimate drivers of biodiversity loss in Australia are human activities associated with consumption or development.

Ecological community: see Community.

Ecological processes: Actions or events that shape ecosystems. Understanding ecological processes – whether they are natural disturbances like fire, or ongoing processes like nutrient cycling or carbon sequestration – is the key to the development and implementation of sustainable ecological management.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Ecological Vegetation Class (EVC): An indigenous vegetation type classified on the basis of a combination of its floristics, lifeforms, and ecological characteristics. **Ecology:** The scientific study of the distribution and abundance of life on Earth, and the interactions between organisms and their environment.

Ecosystem: An ecosystem is a dynamic complex of plant, animal and micro-organism communities, and the non-living (abiotic) environment (water, soil, climate, etc.), interacting as a functional unit. Humans can be an integral part of ecosystems. **Ecosystem processes:** The physical, chemical and biological actions or events that link organisms and their environment. They include decomposition, production (of plant matter), nutrient cycling, and fluxes of nutrients and energy.

Ecosystem services: The benefits people obtain from ecosystems (e.g. food, renewable resources, water supply, recreational opportunities, oxygen, carbon sequestration, erosion control).

Endemic (noun: endemism): Occurring only in the stated area.

Environment: The place in which an organism lives, and the circumstances under which it lives. Environment includes measures like moisture and temperature, as much as it refers to the actual physical place where an organism is found.

Exotic (species): Introduced (see alien).

Extinction: The global disappearance of an entire species (as distinguished from extirpation).

Extinction debt: Describes the condition where a threatening process, e.g. fragmentation or climate change, leads to environmental conditions in which certain species will inevitably become extinct.

Extirpation: Local extinction.

Fire regime: The combination of fire frequency, intensity, interval and season. Different fire regimes can have different effects on ecosystems, e.g. frequent, low-intensity, cool-season fires can result in different combinations and abundances of plants and animals compared with infrequent, high-intensity, summer fires.

Flora and Fauna Assessment – is an assessment of the flora and fauna recorded during the field site surveys as well as background searches for any rare or threatened species.

Food chain: The feeding relationships between species within an ecosystem. Organisms in a food chain are grouped into trophic levels based on how many links they are removed from the primary producers (plants). The pathways of the food and/or energy within the whole system are called a food chain or a food web.

Fragmentation: Removal (usually by land clearing) of large parts of a natural area, resulting in the retention of only small fragments (or remnants).

Genera: See genus.

Genus (plural genera): A taxonomic category ranking below a family and above a species, and generally consisting of a group of species exhibiting similar characteristics. In taxonomic nomenclature the genus name is used – either alone or followed by a Latin adjective or epithet – to form the name of a species. The scientific name of a species is usually written 'genus name' then 'species name', e.g. the scientific name for humans is *Homo sapiens*; *Homo* is the name of the genus and *sapiens* is the specific epithet, i.e. it describes the species within that genus. There is only one living species of *Homo* (although some scientists have suggested that chimpanzees and bonobo should be included in *Homo*), while *Eucalyptus* includes several hundred species.

Global warming: The increase in the average temperature of the Earth's near-surface air and oceans since the mid-20th century, and its projected continuation. The Fourth Assessment Report of the Intergovernmental Panel on Climate Change concluded: 'Warming of the climate system is unequivocal.' 'Most of the observed increase in globally averaged temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations' ('very likely' in IPCC terminology means 'the assessed likelihood, using expert judgment, is over 90%').

Guild: A functional group of species that exploit the same class of environmental resources in a similar way and between which competition can be expected.

Habitat: The locality or natural home in which a particular plant, animal or group of closely associated organisms lives.

Habitat hectare assessment: is an assessment of indigenous vegetation to determine its condition, extent (in hectares) and EVC. The assessment must be completed by an accredited native vegetation assessor following methodology described in Native vegetation: sustaining a living landscape.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Habitat hectares: A site-based measure of biodiversity value that is calculated by multiplying the extent of native vegetation by its condition score. Habitat hectares = extent x condition score.

Indigenous: Originating or occurring naturally in a particular locality; not introduced; native.

Large tree: A native canopy tree with a Diameter at Breast Height (DBH) greater than or equal to the large tree benchmark for the relevant bioregional EVC. A large tree can be either a large scattered tree or a large tree contained within a patch.

Litter: Leaf litter, or forest litter, is the detritus of fallen leaves and bark which accumulate in forests.

Monitoring: Sampling and analysis designed to ascertain the extent of change from an expected or defined norm, or from past conditions.

Monotremes: One of three groups of living mammals, monotremes lay eggs rather than giving birth to live young. While fossil evidence suggests that the group was once more common and widespread, only five species exist today: two species in Australia (platypus and short-beaked echidna) and three species of long-beaked echidnas in New Guinea.

Native vegetation: Native vegetation is defined in Clause 72 of the Victoria Planning Provisions and all local planning schemes as 'plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses.'

Natural selection: The process by which heritable traits that are favourable in a particular environment become more common in successive generations of a population of reproducing organisms, and unfavourable heritable traits become less common. Over time, this process can result in adaptations that specialise organisms for particular ecological niches and may eventually result in the emergence of new species (see fitness).

Naturalised: An alien (introduced) species that has become established in the wild.

Nocturnal: Active only at night.

Niche: The total range of conditions within which a species can survive, grow and produce viable offspring. The 'fundamental niche' defines the potential distribution of a species without any interactions with other organisms, while the 'realised niche' is the area actually occupied because of limitations due to other organisms such as competitors, predators, etc.

Nutrient: Any element or simple compound necessary for the health and survival of an organism. This includes air and water, as well as food.

Organism: An individual form of life, such as a plant, animal, bacterium, protist or fungus.

Patch: A patch of native vegetation is an area of vegetation where at least 25 per cent of the total perennial understorey plant cover is native, or any area with three or more native canopy trees where the drip line of each tree touches the drip line of at least one other tree, forming a continuous canopy, or any mapped wetland included in the Current wetlands map, available in DELWP systems and tools.

Phytophthora: A genus of water moulds, many species of which damage plants. *Phytophthora infestans* was the infective agent of the potato blight that caused the Great Irish Famine (1845–1849). Several species of *Phytophthora* have been introduced to Australia, the most damaging of which is *P. cinnamomi*, which causes root rot and which may cause the death of the plant due to water stress (the disease is sometimes referred to as dieback).

Placental (mammals): A derivation of 'placenta', an organ of the foetus of most mammals that attaches to the wall of the mother's uterus (womb), and provides for foetal nourishment and elimination of waste products. The other groups of mammals – monotremes (e.g. echidna, platypus) and marsupials – do not have a placenta.

Pollinator: Animal which carries pollen from one seed plant to another, unwittingly aiding the plant in its reproduction. Common pollinators include insects, especially bees, butterflies, and moths, birds, and bats.

Population (biological): The collection of individuals of a particular species in a stated area; they may or may not interact with other populations (see gene flow). **Refugium (plural: refugia):** An area that has escaped or will escape changes occurring elsewhere and so provides a suitable habitat for relict species. **Resistance:** The degree to which a system does not respond to a shock (as opposed to resilience, which describes the extent to which it changes).

Predator: Organism which hunts and eats other organisms. This includes both carnivores, which eat animals, and herbivores, which eat plants.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Prey: Organism hunted and eaten by a predator.

Restoration: renewing a degraded, damaged or destroyed ecosystem through active human intervention.

Riparian: Having to do with the edges of streams or rivers.

Salinity: A measure of the salt concentration of water. Higher salinity means more dissolved salts.

Scattered tree – A native canopy tree that does not form part of a patch. Scattered trees are considered lost if construction encroaches more than 10% in the Tree Protection Zone. In this instance, the tree must be offset.

Seed bank: The collective name for seeds, often dormant, that are stored within the soil of many terrestrial ecosystems. Spatial/Spatially (scale): Pertaining to area.

Species: A species is usually defined as a group of organisms capable of interbreeding and producing fertile offspring. While in many cases this definition is adequate, more precise or differing measures are often used, such as those based on similarity of morphology or DNA. Presence of locally adapted traits may further subdivide species into subspecies.

Stress (ecological): Factor(s) that reduce ability of an organism or ecosystem to thrive, e.g. drought, lack of nutrients, high temperature.

Substrate: "Supporting surface" on which an organism grows. The substrate may simply provide structural support, or may provide water and nutrients. A substrate may be inorganic, such as rock or soil, or it may be organic, such as wood.

Symbiotic: A situation where two organisms (symbionts) live together in a close, mutually beneficial relationship. Taxa: See taxon.

Taxon (plural: taxa): A taxonomic category or group, such as a phylum, order, family, genus, species or subspecies.

Temperate: Region in which the climate undergoes seasonal change in temperature and moisture. Temperate regions of the earth lie primarily between 30 and 60 degrees latitude in both hemispheres.

Temporal (scale): Pertaining to time.

Threatened (species): Likely to become extinct, threatened with extinction. A threatened ecological community is one that is likely to be destroyed. In the IUCN Red List of Threatened Species, threatened is a collective term including, from most to least threatened with extinction: critically endangered, endangered and vulnerable. This terminology is widely used in Australia.

Threatening process: Actions, either human or otherwise induced, that threaten the survival, abundance or evolutionary development of a species, population or ecological community, e.g. land clearing, introduced predators, weeds, pollution, fishing by catch.

Traits: Characteristics or properties of an entity. In biology it refers to a distinct phenotypic character of an organism that may be inherited, environmentally determined or somewhere in between. Transformation: See resilience.

Tree Protection Zones: Diameter at Breast Height multiplied by 12 (measured in metres). The minimum that a TPZ can be is 2 metres and the maximum is 15 metres.

Vertebrate: An animal with a backbone (spinal column). A member of the subphylum Vertebrata of the phylum Chordata. Vertebrates comprise sharks and rays, bony fish, amphibians, reptiles, birds and mammals (including humans).

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

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The Brown thornbill is a small woodland bird that uses the cover of thick understory vegetation to forage, shelter, and make nests. Photograph from Getty Images

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Appendix 1 Summary of Council and state policies and strategies related to Nature

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Council plans, policies and strategies		
Council Plan	<p>Two key objectives are directly relevant to the Nature Strategy:</p> <ul style="list-style-type: none"> • Key objective 1. Community health, safety and wellbeing are a focus in everything we do • Key objective 3. Council leads on sustainability and protects and enhances its natural environment <p>And two are relevant to the goals of the Nature Strategy:</p> <ul style="list-style-type: none"> • Key objective 4. Development and growth are managed to maintain and enhance the character and heritage of the city • Key objective 7. Transparency, performance and community participation drive the way we operate <p>Council's Municipal Health and Wellbeing Plan is now expressed through the Council Plan and there are themes for the Nature Strategy which result from requirements such as:</p> <p>Open space that meets community requirements; community resilience and connection; mental and physical health and wellbeing; opportunities for connection with their community.</p>	<p>The Council Plan provides high level guidance in the areas of protection and enhancement of natural environment; and community health and wellbeing.</p> <p>The Nature Strategy is an action from Key Objective 3 and will be a vehicle for the City of Yarra to 'protect and enhance its natural environment'.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Yarra Environment Strategy (YES)	<p>The Yarra Environment Strategy (draft) community engagement process has shown that natural values and greening the city were the highest priority</p> <p>The Yarra Environment Strategy 2013-17 provided direction and actions required to integrate sustainable practices into council's operations. Its themes included urban greening, climate adaptation, climate mitigation, and stormwater and water quality.</p> <p>In particular, Pathway 2 (Urban Ecology and Natural Environment) aimed to improve biodiversity and ecosystem health in parks, waterways and open spaces.</p>	<p>Pathway 2, Urban Ecology and Natural Environment from the former Yarra Environment Strategy is now addressed in detail via the Nature Strategy. The Nature Strategy has considered the community's input to the YES renewal process and taken them onboard, aiming to reflect their intent.</p> <p>The Nature Strategy will function under the umbrella of the Yarra Environment Strategy but will deliver on its own vision and goals independently, contributing to Yarra's wider Environment and Sustainability charter.</p>
Climate Emergency Action Plan (Draft under development)	<p>Yarra City Council recognises that the climate emergency presents an unprecedented challenge – both globally and locally. Our planet's climate is already too hot, with dangerous heatwaves, droughts, storms and flooding becoming more intense and destructive.</p> <p>Effectively responding to the climate emergency requires society-wide changes at emergency scale and speed to rapidly reduce carbon emissions, drawdown carbon, drastically change the way ecological resources are used and foster resilience to living in a climate-impacted world. It will require a collective effort across all levels of government, business and the local community.</p> <p>Yarra's first Climate Emergency Plan (currently in development) sets the strategic direction for the next four years to accelerate carbon emission reductions, plan and build a climate adapted city and support and engage our community.</p> <p>Creating a climate resilient city involves greater use of water sensitive design to retain moisture in our landscapes; investing in natural cooling solutions; protecting and enhancing our ecological assets; and adapting our land and vegetation management practices as the climate changes.</p>	<p>While the detail of the Climate Emergency Plan is yet to be confirmed, there are many actions outlined in the draft Nature Strategy that the City of Yarra could undertake in recognition of its stewardship of areas that can provide natural refuges for flora and fauna.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Yana Ngargna Plan	<p>Yana Ngargna Plan 2020-2023 is guided by five priority areas, which will determine council's ongoing work with the community. These priorities include:</p> <ol style="list-style-type: none"> 1. Community connection - Council will support Aboriginal community connection to Fitzroy and other historically significant places in Yarra, and continue to develop its own connection to the Aboriginal community. 2. Culture - Council will promote Aboriginal culture to ensure a greater understanding of and respect for Aboriginal people, culture, traditions and history in Yarra. 3. Employment - Council will increase employment opportunities for Aboriginal people at council and broker Aboriginal employment opportunities in the broader community. 4. Events - Council will promote Aboriginal calendar events and other significant Aboriginal community events. 5. Advocacy and Responsiveness - Council will promote relevant policy changes and emerging issues to the Aboriginal community and respond, with permission from the community, on behalf of the community 	<p>Priority 1 aims to see more community connection to Fitzroy and other historically significant places in Yarra, and continue to develop its own connection to the Aboriginal community. While most annual action plans do not make specific mention of the natural values of Yarra that are also culturally significant, particularly to the Wurundjeri Woi Wurrung people, this is an area that will be recognised via the Nature Strategy.</p> <p>It is recommended that recognition of community connection to the natural values in Yarra is included in future years of the Aboriginal Partnerships Plan.</p> <p>Other priorities in the APP have relevance. The Nature Strategy can seek to involve the Aboriginal community in any resulting actions, events, employment opportunities and also to seek partnership projects.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Yarra Open Space Strategy	<p>The Technical Report that will form the basis of the Open Space Strategy (in draft) provides in-depth analysis of background information to support the future direction for open space strategy.</p> <p>Analysis of current demographics and predicted changes indicates a strong need for more open space, especially in areas that have under-representation and will experience growth.</p> <p>Options for acquisition of new open space areas are a focus for implementation of the Open Space Strategy. This includes options for reviewing portions of currently inaccessible land such as the Burnley Golf Course.</p> <p>Many of the objectives from the Yarra Open Space Strategy, 2006 are likely to be reflected in the revised strategy. Objectives of particular relevance to the Nature Strategy are:</p> <ul style="list-style-type: none"> • Continue to protect and improve the diversity of indigenous vegetation values in open space reserves adjoining the waterways. • Incorporate best practice principles in the ongoing management and design of open space including water use, energy use and waste management practices. • Increase the provision of indigenous vegetation in the linear open space reserves (additional to the waterway corridors) including the former Outer Circle Railway reserve and, where appropriate, along the railway corridors. Including: improving ecological values of other reserves; improving ecological values in the links between open space reserves • Manage open space that adjoins the waterway to protect and, where appropriate, improve native fauna habitat values • Protect and enhance both the environmental values and cultural heritage values in open space • Improve access to open space in the City to overcome some inherent inequity in open space distribution across Yarra. • Understand, protect and improve, where appropriate, both indigenous and nonindigenous cultural heritage values. 	<p>The Biodiversity Health Survey identified that there is opportunity within Yarra's open space for increased areas for nature, including along waterways, within parkland of all types and throughout streetscapes.</p> <p>The former and new Open Space Strategy identify that the community of Yarra will require more open space in the coming decades. In the decade of the former OSS, a number of new open spaces have been created, but the new OSS identifies the need for many more, especially in areas that have gaps and will see increased population density.</p> <p>While the detail around how this will best occur is to be confirmed, new open space provides opportunities to incorporate more natural features and habitat value than has traditionally been seen in Yarra.</p> <p>There are also many opportunities to see improved outcomes in streetscapes and existing open spaces as opportunities for enhancement or renewal plantings arise.</p> <p>The OSS objectives have included many of the same objectives as the Nature Strategy including protecting, enhancing and linking environmental values in open space, including cultural heritage values. This objective also aligns with the Nature Strategy, particularly the conservation of indigenous cultural heritage values.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Yarra Urban Forest Strategy, 2017	<p>The vision for the Urban Forest Strategy is for: a more liveable city supported by a healthy and growing urban forest.</p> <p>Objectives of the Urban Forest Strategy (UFS) include:</p> <ul style="list-style-type: none"> • To enhance Yarra's healthy and growing urban forest, improving liveability and mitigating the impacts of the urban heat island effect • To manage current and future tree-stock through best practice urban tree management using evidence-based planning and decision making, together with cross-organisational implementation and innovation • To engage and support community involvement in the development of a flourishing and unique urban forest <p>The UFS highlights opportunities to increase biodiversity through new management protocols for street and park vegetation that prioritises habitat value. Emphasis is given to a strategic approach to minimise the impact of tree and canopy loss at one point in time. It recommended that council's street and park tree planting program carefully consider species selection and placement of trees in connecting streets to improve biodiversity and connectivity outcomes.</p> <p>Aligned with the UFS, the <i>Inner Melbourne Action Plan</i> (IMAP) is collaboration between the Cities of Melbourne, Yarra, Maribyrnong, Port Phillip and Stonnington. Yarra's UFS directly aligns with Strategy 4.2 of the IMAP Action Plan (2006): <i>We will work together to integrate water sensitive landscapes, substantial tree canopies, biodiversity and habitat into the design of all parks and public space (i.e. streets) areas right across Inner Melbourne.</i></p>	<p>Implementation of the UFS intends to include the development of a 10-year Priority Plan. In this plan, planting locations will be decided based on primary drivers including areas of biodiversity need or significance and areas identified as important linkages for fauna, including corridors and understorey linkages.</p> <p>Another action associated with the Urban Forest program will be to develop support materials to embed urban forest principals into capital works and open space programs to realise outcomes that benefit natural-values.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
City of Yarra Urban Wildlife Management Plan 2009	<p>This plan identifies areas of fauna habitat, addresses threats to fauna, identifies opportunities for habitat improvement and reviews control methods for pest animal species.</p> <p>The plan made several recommendations, many of which include measures to identify, protect, enhance and connect fauna habitat. In addition, an emphasis was placed on protecting waterway fauna habitat, and to improve water quality in whole catchment.</p> <p>Strategically, the plan recommended improving connectivity throughout the municipality, and retaining hollow bearing trees and stags, as well as terrestrial and in-stream habitat with large woody debris.</p>	<p>Some of the recommendations from the UWMP are taken on board in the Nature Strategy, particularly around connectivity and habitat for fauna adjoining waterways and inland.</p> <p>Other initiatives that can be pursued through activity associated with the Nature Strategy include:</p> <ul style="list-style-type: none"> • Permanently fence areas of fauna habitat such as wetlands and temporarily fence those areas of rehabilitation and revegetation; • Undertake control and monitor for pest animals in conjunction with other stakeholders; • Create dog-exclusion zones around fauna habitat, such as wetlands. All other areas of fauna habitat dogs 'on-leash' only; • Promote and encourage environmental awareness through education campaigns; and • Install fauna friendly lighting in and adjacent to all areas of fauna habitat.
Yarra Waste Minimisation and Resource Recovery Strategy 2018-2022	<p>The long-term ambition of the Waste Minimisation and Resource Recovery Strategy is to move the community towards zero waste to landfill.</p> <p>It will be delivered through a large suite of actions around five priority objectives:</p> <ol style="list-style-type: none"> 1. Valuing our resources 2. Delivering high quality, accessible services and programs 3. Encouraging community pride through clean public spaces 4. Ensuring Yarra has access to the programs, infrastructure and technology to meet its targets 5. Collaborate, partner and advocate for better outcomes 	<p>Objective 3 that focus on reducing litter in public spaces will have a direct impact on Yarra's habitat, especially via reductions in litter entering waterways.</p> <p>All other elements of the strategy will benefit the natural world in less direct ways and some, such as objective 5 offer opportunities for collaboration, possibly leading to dual messaging around issues of mutual interest. For example, banning plastic straws to assist the waterway and marine fauna.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Urban Design Strategy	<p>Future developments in Yarra reinforce a coherent, harmonious and appealing urban environment with an opportunity for continuity and change, focusing on achieving design excellence and a high-quality public domain.</p> <p>Key Objectives</p> <p>The key objectives of the Urban Design Strategy to achieve this vision are:</p> <ol style="list-style-type: none"> 1. Enhanced quality of Yarra's urban form and character 2. Effective management of growth and change 3. Design excellence in new developments 4. Quality public domain and public spaces in Yarra 5. Processes and practices that promote good design 	

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Yarra Heritage Strategy	<p>The Heritage Strategy (under review) has traditionally focussed largely on the built environment and the cultural environment (non-indigenous and indigenous).</p> <p>The 2015-18 Heritage Strategy focussed on four strategic directions:</p> <ol style="list-style-type: none"> 1. Knowing our heritage 2. Protecting and managing our heritage 3. Supporting our heritage, and 4. Promoting and celebrating our heritage. <p>The first strategy associated with Strategic Direction 2, states: <i>focus on conserving the identity and uniqueness of Yarra that includes ..., natural assets such as the Yarra River and the extensive parklands that border it.</i></p> <p>The draft Heritage Strategy will focus on similar themes but seeks to formally include and address 'natural heritage' in the revised strategy.</p> <p>Two key actions are planned:</p> <p>Strategy Action No. 8: Introduce a process/project for public to identify areas of natural heritage in the city for potential listing on appropriate lists.</p> <p>Measure: Places of natural heritage significance identified, mapped and listed on an appropriate register - to be determined.</p> <p>Strategy Action No. 30: Achieve recognition of heritage value within other strategies dealing with the natural environment.</p> <p>Measure: All related strategies recognise human attachment to the natural environment and cross-reference to the heritage strategy.</p> <p>Note: Recognise that this is the 'people' value of natural heritage – not 'nature for nature's sake' (as managed under other strategies).</p>	<p>Opportunity to define and develop Natural Heritage values will receive a stronger focus in the revised Heritage Strategy. Actions 8 and 30 set direction for the identification of natural heritage values, establishment of a register and potentially for their formal recognition via an appropriate planning mechanism.</p> <p>Action 30 asks for each relevant Strategy to reference the abovementioned process. This Nature Strategy does so here and also in reference to Management Action 1.3.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Water Management	<p>Yarra is also considering developing an Integrated Water Management Plan that will cover the following topics:</p> <ul style="list-style-type: none"> • Environmental benefits of water • Water use by council for buildings, open space and for marquis locations • Improving water quality for the Yarra • WSUD, Rain Gardens and Stormwater harvesting; • Other infrastructure i.e. Gross Pollutant Traps; • Technology to improve water quality • Education and awareness 	<p>The management of water is imperative to maintaining natural values, especially throughout the waterways.</p> <p>The Nature Strategy recognises this and supports the development of a Water Strategy that addresses the breadth of water-related issues and opportunities.</p> <p>It recommends that the water strategy consider natural values associated with the waterways and beyond as a priority.</p>
Yarra Planning Scheme (review in progress, almost complete)	<p>MSS, policies, planning tools (Zones, overlays, local policy) and provisions. Provided in more detail in Appendix 2 Legislative context.</p>	<p>The revision of the Planning Scheme has occurred recently. There has been limited update of the scheme in relation to nature-related themes.</p> <p>The creation of this Nature Strategy aims to raise the profile of natural values within council and in the future see this reflected through greater and stronger representation within formal planning structures.</p>
State or regional plans, policies and strategies		

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
State Biodiversity Plan	<p>Protecting Victoria's Environment - Biodiversity 2037 is Victoria's plan to address the decline of biodiversity and achieve overall biodiversity improvement over 20 years. The Plan presents a long-term vision supported by two general principles. These being:</p> <ul style="list-style-type: none"> • Victorians value nature; and • Victoria's natural environment is healthy <p>In its implementation to date, the State Government has developed the following:</p> <ul style="list-style-type: none"> • A Monitoring, Evaluation and Reporting Framework to track the progress of achieving the plan's goals and targets. • An Implementation Framework which identifies 20 Priority areas and 83 corresponding actions for the first 4 years of the Plan. The priorities and actions are varied and include some that will be of relevance to the City of Yarra. • State Biodiversity Grants that target a range of community-based and regional, strategic projects and programs. • Some new online tools for purposes such as identifying what the state government considers to be Strategic Management Prospects, i.e. locations supporting natural values that provide a good case for investment. 	<p>There is the potential for local government to contribute to delivery of the Plan and vice versa.</p> <p>Preliminary discussions have been held regarding options for this.</p> <p>The Nature Strategy has taken direction from the State Biodiversity Plan, considered stakeholder engagement with Department of Environment, Land, Water and Planning staff and aims to align with the vision, principles and priorities of the Plan.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Yarra Strategy (draft) and Yarra River Action Plan (2017)	<p>In 2017, the <i>Yarra River Protection (Wilip-gin Birrarung murrn) Act</i> (the Act) passed through the Victorian Parliament, enshrining in law the protection of the Yarra River. The Act identifies the Yarra River and its corridor as 'one living, integrated natural entity for protection and improvement' and recognises Traditional Owners' custodianship and intrinsic connection to the river.</p> <p>The Yarra River Action Plan was launched in February 2017. Key actions of most relevance include:</p> <ul style="list-style-type: none"> • Melbourne Water is assigned as the lead agency and tasked with more responsibilities including recommending referral authority for amenity issues along the Yarra and delivering the Yarra Strategy • Greater Yarra Urban Parklands (one living and integrated natural entity) • Establishment of the Birrarung Council • the Commissioner for Environmental Sustainability to report on the condition of Yarra River land <p>In early 2018, the Wurundjeri Woi Wurrung developed their vision for the Birrarung in a policy titled <i>Nhanbu narrun ba ngargunin twarn Birrarung</i> (Ancient Spirit and Lore of the Yarra). This policy defines the Wurundjeri Woi Wurrung's aspirations for planning, policy and decision-making to enhance the integrity of the Yarra Strategic Plan.</p>	<p>The Draft Yarra Strategy identifies a suite of actions for the Lower Yarra section that include focus on habitat links along the Yarra waterway and extending this focus into adjoining private land. Habitat corridors are also mooted for a terrestrial link that may be similar in its intent to corridors that are proposed within the Nature Strategy.</p> <p>Involvement of the Wurundjeri Woi Wurrung Council in the development and governance of the Yarra Strategy aligns with the objectives of the City of Yarra and of the Nature Strategy.</p>
Melbourne Water, Healthy Waterways Strategy (2018-2028)	<p>Melbourne Water is responsible for the waterways within the municipality and has responsibilities associated with stormwater, water quality and drainage.</p> <p>Melbourne Water has priority work areas and operations that are directed by its Healthy Waterway Strategy and Capital Investment Plan and operations plans. It provides grants for waterway related activities and is an active partner in weed-related management for the City of Yarra.</p>	<p>A collaborative relationship is integral to management of adjoining areas of land along waterways for the benefit of the entire ecosystem and for residents.</p> <p>The City of Yarra has responsibility for some of the infrastructure and landscape within the urban environment which influences stormwater quality and quantity.</p> <p>Priority areas of focus in the Healthy Waterways Strategy and Capital Investment Plan would ideally align with City of Yarra's natural values priorities. An example being Dights Falls where updates to the fish ladder are a current priority project.</p>

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Related strategy/policy	Connection to Yarra Nature Strategy (YNS)	Direction for the Nature Strategy
Resilient Melbourne	<p>Melbourne is one of the first 32 cities to become a member of the 100 Resilient Cities network.</p> <p>Resilient Melbourne, a joint project of 32 metropolitan Melbourne councils, Melbourne's academic, business and community sectors, and the Victorian Government sets out the first resilience strategy for Greater Melbourne. This strategy seeks to respond to future challenges associated with climate change and its impacts amongst other challenges.</p> <p>One of the first flagship actions, the delivery of a Metropolitan Melbourne Urban Forest Strategy, <i>Living Melbourne, Our Metropolitan Urban Forest</i> was delivered in March 2019, with the primary aim to "Extend and link existing urban greening, reforestation and nature initiatives across Melbourne, to improve wellbeing and reduce our exposure to hazards such as heatwaves and flooding".</p>	<p><i>Living Melbourne, Our Metropolitan Urban Forest</i> strongly links together nature and urban forest outcomes.</p> <p>Its eight actions strongly align with the goals and many of the actions of the Nature Strategy.</p>
Port Phillip and Westernport Catchment Management Authority, Regional Catchment Strategy	<p>The Regional Catchment Strategy sets targets for environmental assets that are identified as being of particular importance to the ecological health and resilience in the Port Phillip and Western Port region – native vegetation, native animals, waterways and wetlands, hinterland, coasts and the bays.</p> <p>For each of these 'environmental assets' it assigns objectives, priorities and management measures.</p> <p>Of most relevance to the City of Yarra are the objectives for native vegetation, native animals, waterways and wetlands.</p>	<p>The RCS sets targets for animal diversity and other measures such as key indicator species which may be of interest to the City of Yarra. It provides an umbrella strategy which may be useful to use as an opportunity to collaborate with other land managers on partnership projects.</p>

Appendix 2 Legislative context

Environmental Protection and Biodiversity (EPBC) Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) applies to sites where proposed developments or projects may have a significant impact on matters of National Environmental Significance.

There are currently seven matters of National Environmental Significance, which include nationally listed threatened species; including the Matted Flax-lily, and listed fauna includes the Swift Parrot, Macquarie Perch, Grey-headed Flying-fox and Australian Grayling; ecological communities (*Grassy Eucalypt Woodland of the Victorian Volcanic Plains* being the most likely), and listed migratory species.

Under the EPBC Act, any action that may have a significant impact on matters of national environmental significance must involve a referral to the Australian Government to seek approval.

The removal or modification of habitat on private or public land for these species may trigger requirements under the EPBC Act. However, careful planning to avoid development or activities from occurring within areas of critical habitat for these species (including movement corridors), could remove the need to refer any council actions or future developments to the Minister.

Yarra River Protection (Wilip-gin Birrarung murrumbidgee) Act 2017

In 2017, the *Yarra River Protection (Wilip-gin Birrarung murrumbidgee) Act* (the Act) passed through the Victorian Parliament, enshrining in law the protection of the Yarra River. The Act identifies the Yarra River and its corridor as 'one living, integrated natural entity for protection and improvement' and recognises Traditional Owners' custodianship and intrinsic connection to the river.

The Act, provides for the preparation of an unprecedented, holistic Yarra River Strategic Plan (YRSP) to coordinate 15 public entities that operate along the river corridor, to guide future use and development and identify areas for protection within the Yarra corridor. Objectives for the first 10 years of the YRSP:

YRSP (in preparation), driven by a Yarra River 50 Year Community Vision, responds to the Act and will enable responsible agencies to protect the Birrarung, Yarra River

As one of the 15 managing authorities that has statutory obligations to deliver the objectives of the YRSP over the first 10 year period, the City of Yarra is committed to complying with the YRSP plan objectives and actions.

This YRSP will set out the first 10 years of action to contribute to the delivery of the Yarra River 50 Year Community Vision.

1. A healthy river and lands - YRSP will improve the water quality of the Birrarung and protect its land, floodplains and billabongs to achieve greater biodiversity.
2. Greater Yarra Urban Parkland - YRSP will seek to protect and improve the river's parklands in order to support the Yarra River 50 Year Community Vision.
3. A culturally diverse river corridor - YRSP will acknowledge, protect and commemorate the rich heritage of the Birrarung.
4. Protecting the natural beauty of the Birrarung - YRSP will seek to respect the significance of the Birrarung's landscapes. Where we build, we will protect and celebrate the river's natural beauty, landscapes and views.

Flora and Fauna Guarantee (FFG) Act 1988

The *Flora and Fauna Guarantee Act 1988* (FFG Act) was legislated to ensure the continued survival of all Victorian species of flora and fauna. The FFG Act lists threatened taxa, communities of flora or fauna and potentially threatening processes. The Department of Environment, Land, Water and Planning (DELWP) is the referral authority for matters under the FFG Act. Public authorities have a responsibility to ensure that their operations have regard to the objectives of the Act. Species listed under the FFG Act that have been recorded in the City of Yarra and that have the potential to occur include a suite of waterbirds and wetland-dependent species and one bat species. Potential impacts to these species should be considered early in the planning phase of any development.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Catchment and Land Protection (CaLP) Act 1997

The CaLP Act provides clear provisions relating to spread of noxious weeds on private and public land. Under section 20 of the CaLP Act, all land owners, including public authorities, must, in relation to their land, take all reasonable steps to avoid causing or contributing to land degradation, eradicate regionally prohibited weeds, prevent the growth and spread of regionally controlled weeds on their land, and prevent the spread of, and as far as possible, eradicate established pest animals.

Wildlife Act 1975 and Wildlife Regulations 2013

There may be an avenue to achieve greater protection of significant habitat trees in the City of Yarra by invoking the *Wildlife Act 1975* (the Act), as there is the potential for fauna to be harmed when large trees are removed. The Act provides for the protection and conservation of native wildlife (fauna) within Victoria. Under the Act a person must not hunt, take or destroy endangered, notable or protected wildlife; this includes all native vertebrate animals. Applying the principles of the Act to protect fauna using large trees may overcome any existing limitations in tree protection under the current local laws of the City of Yarra or under other State regulations.

The Wildlife Regulations 2013 provide further detail relating to the Act, including that a person not to damage, disturb or destroy any wildlife habitat, although this does not apply if the person is authorised to do so under any other Act such as the *Planning and Environment Act 1987*.

Planning and Environment Act 1987

The Planning and Environment Act 1987 establishes the framework for planning the use, development and protection of land in Victoria in the present and long-term interests of all Victorians. This includes providing the structure for and administering the implementation of Planning Schemes in each municipality through the Victorian Planning Provisions (VPPs). Planning Schemes are legal instruments outlining provisions for land use, development and protection. They are constructed and sourced from the VPPs.

State Planning Policy Framework

Clause 12 Environmental and Landscape Values - recognises that planning:

- should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.
- must implement environmental principles for ecologically sustainable development that have been established by international and national agreements.
- should protect sites and features of nature conservation, biodiversity, geological or landscape value.

Clauses of particular relevance include:

- Clause 12.01-1 Protection of biodiversity
- Clause 12.01-2 Native vegetation management
- Clause 12.05 'Yarra River Protection' requires that that building height is below the natural tree canopy and all development is set back a minimum of 30 metres, or greater, from the banks of the river;
- Clause 14.02-1 'Catchment planning & management' stipulates the need to retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side of a waterway to maintain the natural drainage function, stream habitat and wildlife corridors and landscape values, to minimise erosion of stream banks and verges and to reduce polluted surface runoff from adjacent land uses.
- Clause 52.17 Victoria's Native Vegetation Management, A Framework for Action

Under Clause 52.17 a permit is required to remove, destroy or lop native vegetation on land which together with all contiguous land in one ownership, has an area of at least 0.4 hectares (exemptions apply). Clause 52.17 requires a planning permit for the removal of native vegetation (exemptions apply). The purpose of the clause (amongst others) is to minimise impacts on Victoria's biodiversity from the removal of native vegetation and to manage native vegetation to minimise land and water degradation. Referral to DELWP

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

under Clause 66.02 may be required for an application to remove native vegetation; e.g. if clearing is greater than 0.5 ha or the application follows the high-risk pathway. Exemptions apply on land less than 0.4 hectares to remove native vegetation, and so significant habitat trees will not be protected under Clause 52.17.

Given that there are few sites in the City of Yarra that would support >0.4 ha of native vegetation, Clause 52.17 is unlikely to be invoked when assessing new developments within the municipality. However, under Clause 52.17, scattered indigenous trees also require protection and offsetting if proposed to be removed. The removal of significant trees is also regulated by council exercising its local law for significant tree protection. That is, any tree >40 cm diameter at breast height has to be inspected by a qualified arborist before removal. This provision is likely to protect large trees that are more likely to contain hollows and high canopy cover; that is, important fauna habitat.

- Clause 53.18 Stormwater management in urban development. Provides stormwater management requirements for new developments.
- Clause 58.03 Site layout for apartments. Includes a series of requirements for new apartment developments including considerations for layout of communal space. Objectives for landscaping include:
 - To encourage development that respects the landscape character of the area.
 - To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.
 - To encourage appropriate landscaping.
 - To encourage the retention of mature vegetation on the site.
 - To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.

Zoning and Overlays

Several planning instruments and mechanisms exist to protect and enhance biodiversity within the City of Yarra.

Zoning: The most appropriate way to secure fauna habitat in the long term is through zoning and/or the use of overlays. All publicly managed open space in the municipality is zoned as Public Park and Recreation Zone (PPRZ), except for Alphington Wetlands which is zoned as Public Conservation and Resource Zone (PCRZ). Land zoned as Public Park and Recreation Zone does not have a primary focus of conservation and consideration in the long-term could be given to rezoning areas of high biodiversity value to Public Conservation and Resource Zone (PCRZ) to give a higher level of security and protection to these sites. This measure would apply to areas identified as critical habitat and movement corridors in the City of Yarra (see **Map 5** on **Page 31**).

Overlays:

Significant Landscape Overlay and Environmental Significance Overlay

The Yarra River Corridor is covered by a Significant Landscape Overlay while Merri and Darebin Creeks are covered by an Environmental Significance Overlay (ESO2 and ESO3, respectively; **Map 6**).

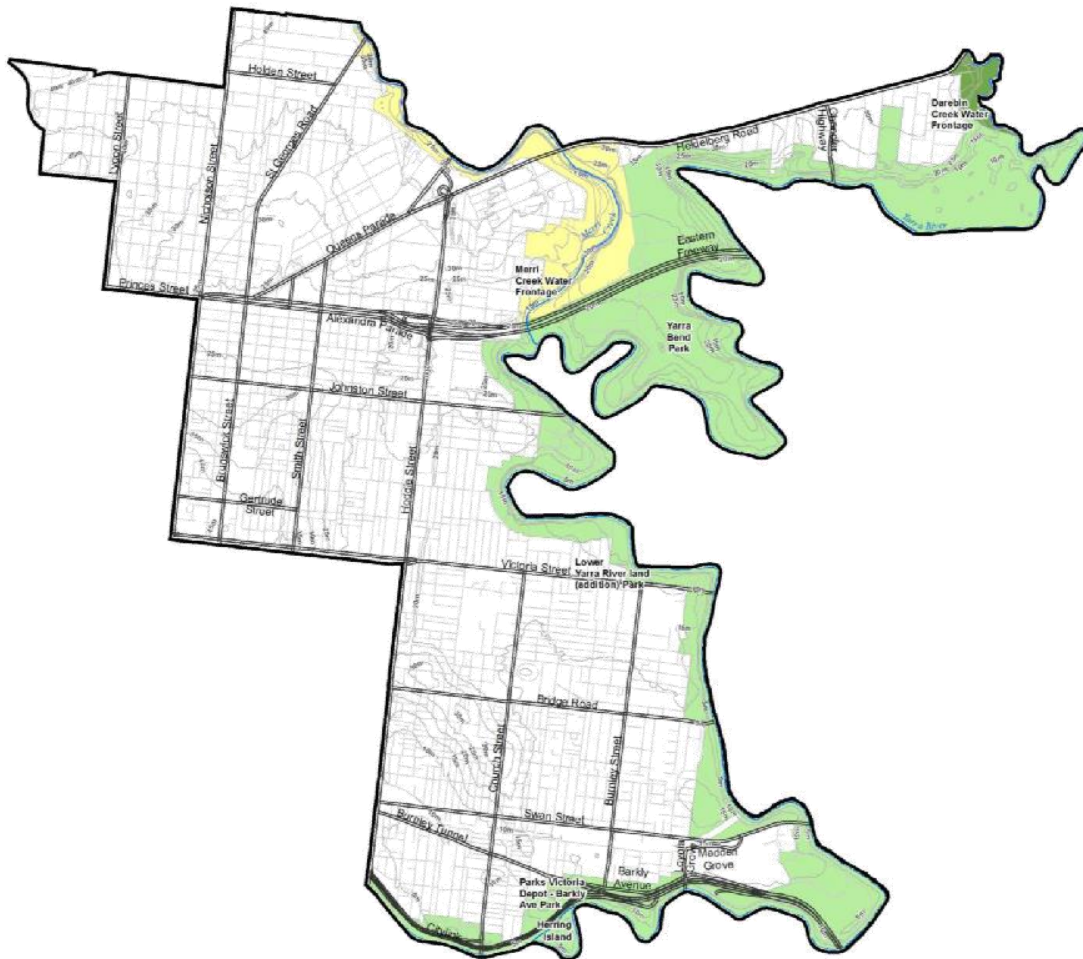
These overlays consider a broad-scale vision for the landscape's vegetation and character, with aspirations for biodiversity protection. Environmental Significance Overlays are applied to areas on the basis of the location and type of remnant riparian and other indigenous vegetation, which in these tributaries to Yarra River may include biodiversity and habitat values. The application of the ESO's in this instance is strategically applied to capture an appropriate area where ecological values have been identified and require ongoing protection, such as critical habitat or movement corridors. In the Yarra Planning Scheme, under ESO2 and ESO3 it is policy that areas of remnant vegetation are not disturbed and disturbance to non-remnant vegetation minimised. The protection of ecological values along the Yarra River is provided by SLO1. Under the SLO1 a Landscape Plan is required that includes details around design features that are compatible with the landscape; vegetation to be planted and protected; weed and erosion management; stormwater management.

Additionally, an application to remove, destroy or lop vegetation must be accompanied by a written explanation justifying the removal of the vegetation supported by a suitably qualified arborist.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

- A description and accurate site plan denoting the position, height, number, trunk circumference, branch spread, slope of land and species of any vegetation to be removed.
- Plan details of the location of proposed replanting.

For instance, consideration could be given to applying an ESO over the Park Street Linear Reserve, which encompasses both critical habitat and an ecological corridor.



Map 6 Location of the Environment Significance Overlay and Significant Landscape Overlay in Yarra

Design and Development Overlay (DDO-Schedule1) - applies to the Yarra River corridor, Merri and Darebin Creeks and some adjoining land. Links to the Yarra River Corridor Urban Design Guidelines Local Planning Policy.

This DDO will be updated when Amendment C66 is included in the Yarra Planning Scheme.

The new overlay recognises four sub-areas of the River Corridor and there are specific Design Objectives and buildings and works provisions for the whole corridor and for each sub-area. For some of the sub-areas the buildings and works provisions nominate heights and setbacks for new development.

Public Acquisition Overlay (PAO2) - the overlay indicates the intention of the State Government to acquire land to create a continuous linear park/trail system adjacent to waterways. Sections of this overlay are present along the Yarra River (south of Gipps Street) and the lower section of the Darebin Creek.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Environmentally Sustainable Development – Local Policy in Yarra Planning Scheme (22.17) Planning Permit Considerations. Under this local policy, Clause 22.17-2 includes objectives that support the protection of urban biodiversity:

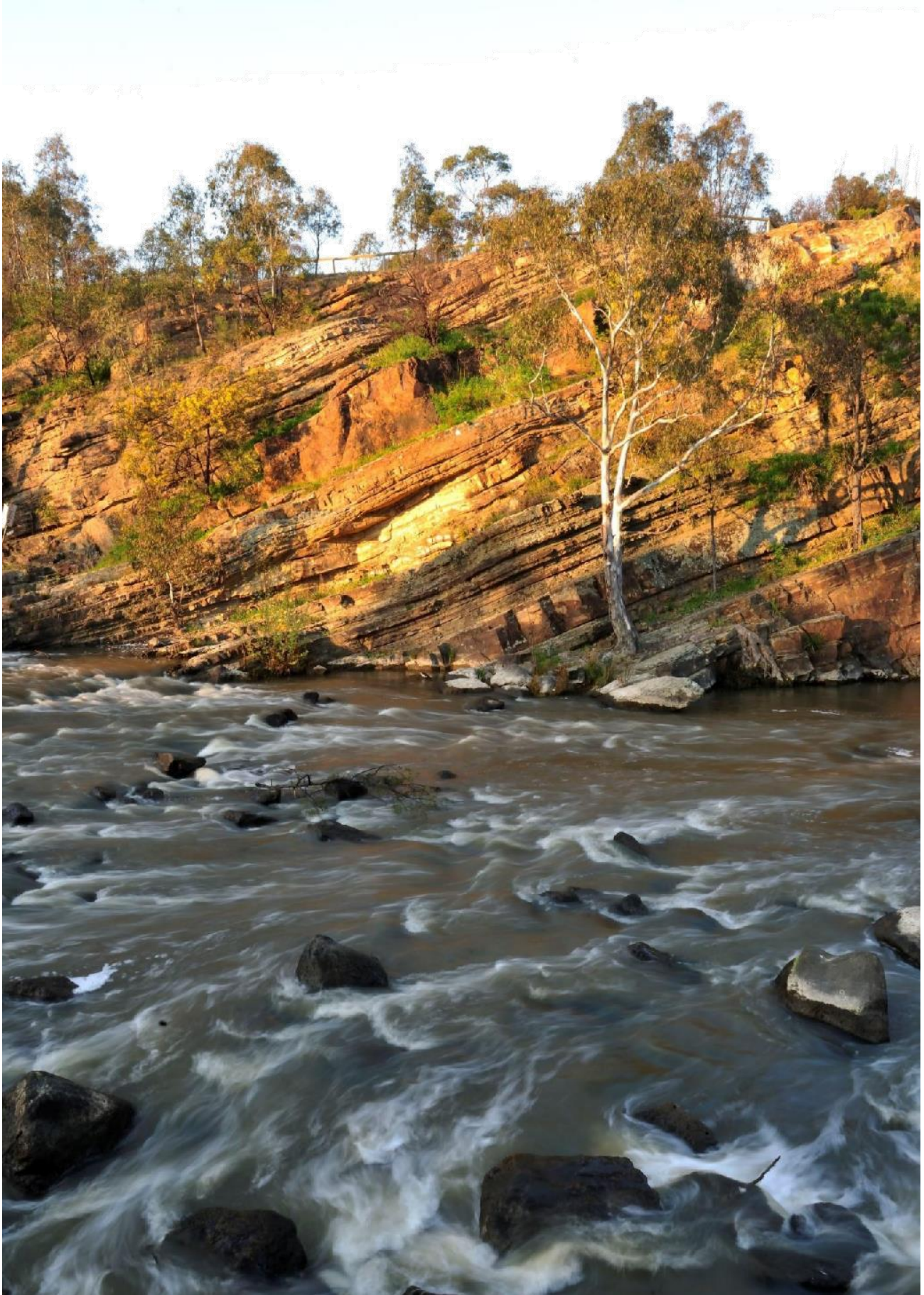
- To protect and enhance biodiversity within the municipality.
- To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect.
- To encourage the retention of significant trees.
- To encourage the planting of indigenous vegetation.
- To encourage the provision of space for productive gardens, particularly in larger residential developments.

Sustainable Management Plans are detailed sustainability assessments of a proposed building design required with planning permit applications. Within the City of Yarra, there are ten key sustainable building categories that must be addressed in applications for large buildings, comprising of 10 or more residential dwellings or more than 1000m² of non-residential Gross Floor Area (GFA). Two categories that apply to biodiversity include Urban Ecology (see objectives listed above), and stormwater management, which aims to reduce the impact of stormwater runoff by improving water quality, by implementing water sensitive urban design principles. Implementing Melbourne Water storm water management best practice around wetland sites may achieve this.

City of Yarra Street Tree Policy

Council supports an increase in the quality and quantity of trees in its streets and is committed to the prioritisation of street trees through integrated streetscape design. Council recognises the benefits of healthy and diverse street trees and promotes biodiversity values across the Municipality. Native and indigenous species are preferred as street trees to build on their ecological value and provide valuable habitat that accommodates a range of wildlife. The aim of the policy is to provide a policy framework to guide street tree planning, planting, maintenance removal and replacement in the City of Yarra that will increase the benefits provided by trees in the urban landscape. Specific objectives of the policy relating to biodiversity include a net increase in the number of street trees and overall street tree canopy, improvements in the quality of street trees, and to increase the diversity of street tree species

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Appendix 3 Nature Action Plan context

Goal 1: Increase the diversity, connectivity and resilience of Yarra's natural environment

Management Principle 1.1. Consolidate and grow areas of high quality, diverse habitat

Actions:

- Consolidate and increase the condition of all patches of current native vegetation.
- Review all native vegetation patches in the context of their role as habitat within a corridor and their contribution to ecological function. Adjust management approach accordingly.
- Prioritise some areas for enhancement and identify locations for linking.

Targets:

- Native vegetation understorey score in all mapped current native vegetation patches increased by 20% by Year 3.
- Management planning for bushland areas includes consideration of ecological function for key indicator species and consideration of threatening processes by end of Year 2. This is documented and monitored.
- Increase native vegetation understorey extent (at >25% cover) within Open Space by 0.5 ha annually

Context:

The Biodiversity Health Survey assessed open space reserves to identify and map patches of native vegetation. A *Habitat Hectare* assessment was undertaken to determine the condition of areas of native vegetation, including areas of planted vegetation. This methodology is outlined in *Vegetation Quality Assessment Manual-Guidelines for Applying the Habitat Hectares Scoring Method* (DSE 2004). The *Habitat Hectare* method involves making visual and quantitative assessments on various characteristics of individual native vegetation patches, according to established criteria that are set against an optimum benchmark.

The mapped habitat zones and EVC distribution are shown previously in **Map 4** on **Page 26**. Patches of native vegetation are relatively fragmented. In particular, along the waterway corridor and linear trail that extends along Park Street there are ample opportunities to extend existing patches and to link between patches, providing a much more continuous habitat corridor.

Compared with pristine bushland, Yarra's native vegetation scored particularly poorly in the categories of large old trees (measured by the number of large trees per ha, large trees are defined as those above a certain predefined size for different vegetation types), weed cover, recruitment, and logs (**Figure 15**). Understorey, organic litter, and canopy cover scores are what would be expected levels of condition within urban bushland remnants.

The Landscape Context score was also determined as part of assessments and represents a combined assessment of the native vegetation patch size, the proximity to large core habitat patches (>50 ha in size), and the amount of native vegetation within the immediate surrounding landscape. As Yarra is an urbanised area, it inevitably scored relatively poorly due to the fragmented nature of the surrounding landscape (**Figure 15**).

The results from the *Habitat Hectare* assessment show that there is ample opportunity for improving the condition of the native vegetation within the reserve system, and provides a framework with which we can conceptualise management principles.

Increase understorey extent (at >25% cover) within Open Space by 0.5 ha annually at locations that are unsafe to maintain under existing regimes (steep slope), strategically link habitat and widen existing waterway corridors, in line with design principals of the YOSS.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

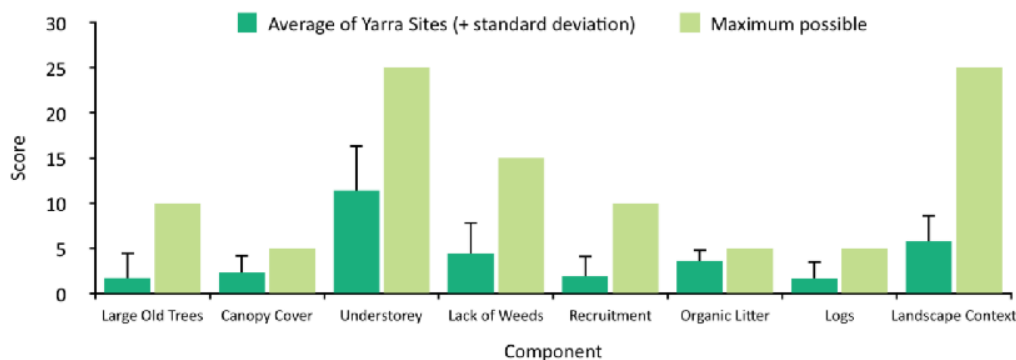


Figure 15 Average 'Site Condition' components and 'Landscape Context' scores across all habitat zones

Management Principle 1.2. Increase flora and fauna diversity

Actions:

- **Establish monitoring locations targeting higher quality habitat and also low-quality areas for key indicator fauna groups.**

Fauna recommended to include:

- *Pollinator insects, butterflies*
- *Birds (diverse range of guilds)*
- *Bats*
- **Design and deliver a monitoring program that measures diversity in fauna focussing on key indicator fauna groups (above). Involve public/citizen science where possible.**
- **Where deemed appropriate, initiate re-introductions, particularly for flora in key locations.**
- **Collaborate with the Communications and Engagement Unit to develop a communications plan to educate and promote responsible cat ownership and keeping cats inside at night**
- **Develop a literature review related to the impact of cats in Yarra, to be used as a potential 'Justification Paper' for the development of further policies.**

Targets:

- **Net positive flora and fauna diversity by end Year 3 resulting in an appropriate increase in each of the faunal groups listed above.**
- **Monitoring conducted at relevant intervals (as determined by method).**
- **Data is useful, interpreted and made publicly available in an engaging way.**
- **Optional target: a 5% increase in indigenous flora diversity within bushland reserves.**
- **To reach the owners of all registered cats in Yarra.**
- **An easily interpreted and implemented set of recommendations is created.**

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Context:

The Biodiversity Health Survey included a comprehensive fauna census in 2014-2016 which used a range of survey techniques to detect vertebrate fauna species.

953 new fauna observations were made over the course of the Biodiversity Health Survey. The majority of records were for bird and mammals species, with smaller numbers of records for reptiles, amphibians, invertebrates, and fish (Figure 16).

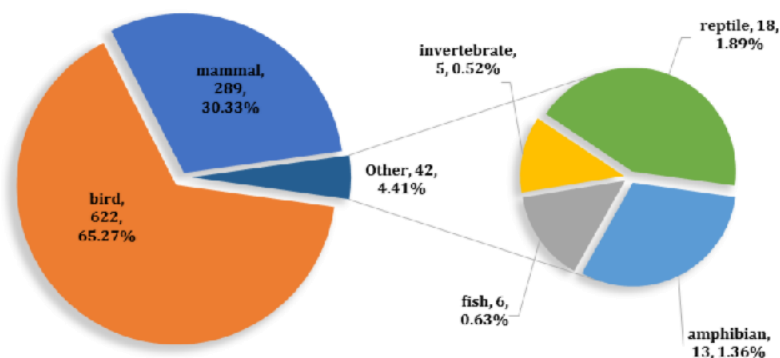


Figure 16 Fauna taxon composition across all 2014-2016 BHS observations.

Bird species abundance and diversity across Yarra varied across the surveyed reserves. The common native species included the Australian Magpie, Noisy Miner, Red Wattlebird, Rainbow Lorikeet, Silver Gull, Magpie-lark, and Galah. Common introduced bird species included Spotted Turtle-dove, Common Myna, Rock Dove, and Common Starling. The Common Myna and Rock Dove accounted for a large number of individual bird species observed, while the Rainbow Lorikeet was the most abundant native bird species by a considerable margin.

Fauna monitoring opportunities:

The BHS established a series of fauna census areas for a number of fauna groups. This allows future surveys to occur which can be compared with the current results for tracking the progress in biodiversity improvement programs and general biodiversity values across the municipality. A number of councils (e.g. City of Whitehorse) undertake regular annual bird surveys in nominated bushland reserves in an effort to monitor biodiversity health across the municipality.

Regular monitoring is important to provide a reliable picture of the fauna diversity within an area and can provide key insights into the health of ecological systems. Key insights can allow for adaptive management actions to be implemented, to reduce declines in fauna populations. However they can also be utilised to observe positive outcomes for fauna and ecosystems, through biodiversity improvement works. Bird and microbat surveys are probably the best indicators fauna groups for achieving these insights, as they utilise and respond to a wide range of habitat resources and attributes and play important roles in ecosystems function such as pollination, seed dispersal, and regulation of insect populations (lerps, scales, mosquitos etc.). Both species can also utilise both bushland habitat and scattered significant tree 'stepping stone' habitat.

Insects likely comprise a significant proportion of the fauna diversity with the City of Yarra. This fauna group can be used as indicators of general ecosystem health, particularly of soil and microhabitat health as they respond strongly to the diversity, structure, and health of the groundstorey vegetation.

Flora

The Biodiversity Health Survey contributed a significant amount of data to the knowledge base for the City of Yarra. Prior to this survey; 961 flora taxa had been recorded from 5374 records. During the survey, new flora species records were compiled during the completion of habitat zone flora lists for each of the 59 mapped habitat zones and in establishing 16 flora quadrats across several council reserves. Accordingly, the survey resulted in a total of 3174 new flora records.

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As database searches revealed only 498 flora records existed for council reserves, this amounts to a substantial increase in flora records for the council reserve system. New records included 211 introduced flora species, 209 indigenous, and 20 naturalised native species. The proportions recorded in these surveys reflect the results and proportions of indigenous versus exotic and introduced flora species in the wider council area and surrounds. It should be noted that of the flora species observed, the diversity was relatively low, which reflects the surrounding urban environment, and the history of land modification.

On this basis, there is significant opportunity for improving plant diversity, particularly focussing on higher quality locations as a first priority. The locations of the ten quadrats that were established during the Biodiversity Health Survey would provide a good first batch of sites and quadrat monitoring would then assist in gauging the success of improving plant diversity.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Chocolate lilies observed during the Biodiversity Health Survey

Management Principle 1.3 Protect and celebrate significant habitat trees and their values

Action: Building on the trees documented via the Biodiversity Health Survey, document and map all large old trees and others that provide significant habitat. Requires a description of their habitat values, including hollows.

Targets:

- Maintain the number of hollow bearing trees. Implement programs to see an increase of 5% annually including planting of indigenous trees, creating artificial hollows and retaining dead trees where it is safe to do so.
- All significant habitat trees added to the Significant Tree register.



Action: Engage with Wurundjeri Woi Wurrung Council to ensure Large Old tree values that are culturally significant are adequately considered in the City of Yarra (and its land management partners) policy and practice.

Note: This action may align with the Heritage Strategy which aims to engage the community in identifying areas of Natural Heritage value.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Targets:

- All trees identified by Wurundjeri Woi Wurrung Council protected via a formal planning mechanism if/where this is culturally appropriate and sensitive.
- Procedures and training in cultural heritage awareness and practice are up to date for all relevant staff.

Action: Ensure local laws protocols are in place to protect all significant habitat trees.

Target: No significant habitat trees removed on streets or open space that is managed by the City of Yarra.

Action: Promote significant habitat trees, and their values in an online forum. Encourage public interaction.

Target: The City of Yarra resident's survey indicates increased awareness of significant habitat trees and their values.

Context:

Large indigenous trees (**Figure 17** and **Figure 18**) are keystone structures for birds and arboreal mammals in urban parks (Stagoll et al. 2012), and contribute to overall biodiversity. Large old trees need to be managed for long-term sustainability and it is vital they be retained in new developments (Ikin et al. 2015). Increasing the cover of flowering eucalypt trees by at least 40% of the current extent in the municipality would significantly increase the probability of foraging occupancy by the Rainbow Lorikeet, although nesting occupancy would be reliant on the availability of tree hollows (Shukuroglou and McCarthy 2006).

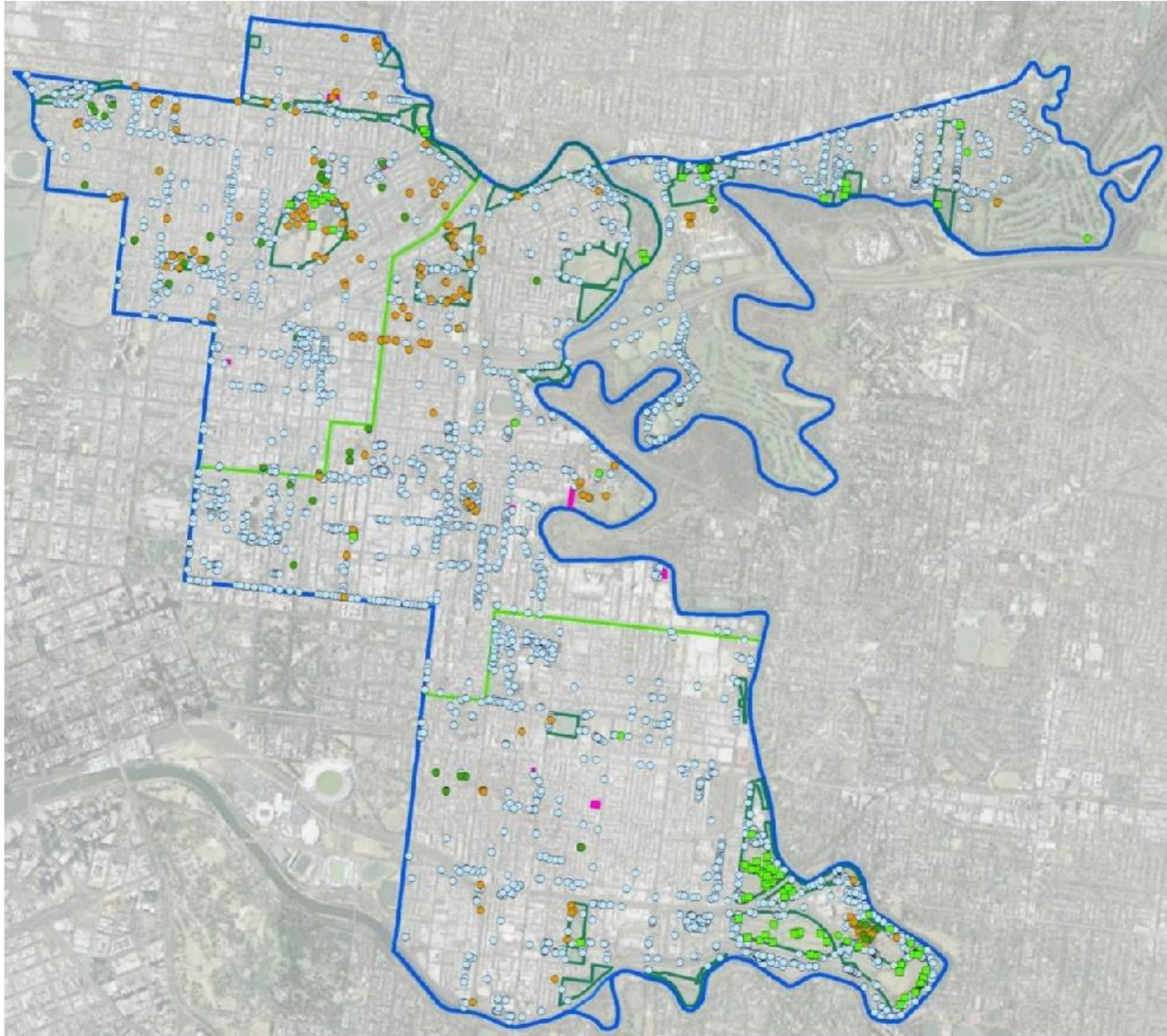
An indication of where other significant trees may be present was investigated during the BHS using remote sensing LIDAR (Light Detection and Ranging) imaging, which uses light from a pulsed laser on an aircraft to measure the height of vegetation. Using this technique, point locations of trees estimated to be greater than 15m in height were identified to infer the potential location of additional significant trees across both public and private land in the City of Yarra.

Analysis of Lidar Images

Collectively, all trees are important within a landscape through their contribution to total canopy cover. Total landscape habitat cover has been shown to have a strong influence on bird abundance, diversity, and species composition. The relative cover of eucalypt and exotic trees also influences bird community structure, with eucalyptus forest birds more likely to persist where a eucalypt canopy is present, and a unique urban bird community where exotic trees dominate. Gaps in forest canopy and habitat connectivity can also have a strong influence of fauna persistence within an urban matrix ([Chace and Walsh 2006](#); [Fischer and Lindenmayer 2007](#); [Radford et al. 2005](#); [Tremblay and St Clair 2011](#)).

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Some large trees across open space reserves and council land are captured within the City of Yarra Significant Tree Register, but not all. The Large Old Trees that were identified during the BHS would be added as a first step (shown as green squares in **Map 7**). Further investigation should include engagement with the Wurundjeri Woi Wurrung Council, as well as survey of the other trees recorded in open spaces (small blue circles in **Map 7**).



Map 7 Habitat trees observed and inferred via LIDAR mapping

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Figure 17 Large Manna Gum on private land in Princes Hill. Photograph by Yasmin Kelsall

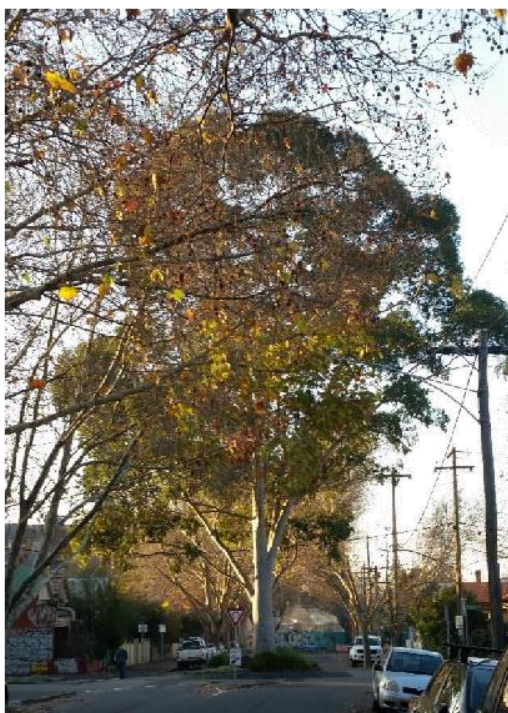


Figure 18 Eucalypt with a native understorey planting provides a contrast to Plane Trees on a street in Fitzroy.
Photograph by Yasmin Kelsall

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1.4 Understand and conserve habitat refuge areas for plants and animals

Action: Commission a project in recognition of Yarra's Climate Emergency Plan to advise on council's role in providing nature refuge areas (for species affected by climate change) and actions that it can implement.

Target: Climate refuge study complete by end Year 2. Any resulting recommendations funded in Year 3.

Context:

The City of Yarra has joined hundreds of organisations across the world in recognising the serious threat of climate change by declaring a climate emergency and accordingly, developing a Climate Emergency Plan.

The myriad effects of climate change are expressing themselves locally through altered weather, rainfall and effects on plants and animals. These effects have been recognised locally by naturalists and land managers, expressed in the form of new weed species emerging, altered flowering and fruiting cycles for well-known species such as Blackberry, new fauna movement patterns, some fauna species now residing permanently outside of their former range (Red-rumped Parrots, Cormorants, even Eastern Koels), loss of local flora, and increasingly stressed flora and fauna.

The VicNature2050 alliance brings together Victoria's universities in combination with government departments and non-government organisations, working to explore and address the impacts of climate change upon Victoria's nature. A document resulting from a symposium in 2017 (Jordan, R. & Hoffman, A. 2017), summarised the threat to Victorian nature:

"Climate change is currently one of the greatest emerging threats to our natural systems. Ongoing climate change in combination with other stressors that are degrading landscapes is expected to create stressful environments for biota across Australia. These stressful conditions threaten natural processes and are expected to drive major losses in biodiversity in the next few decades (Dunlop, M. et al. 2012; 2017). In Victoria, the past century has seen conditions become hotter and drier (CSIRO and Bureau of Meteorology, Australia: 2016), a trend that is projected to continue together with increases in the incidence of extreme weather events involving heat, drought, fire and flooding. Climate change in combination with landscape fragmentation and land use change is already impacting natural systems (Scheffers, B. R. et al. 2016). A range of ecological processes are being affected including species distributions contracting in some areas and expanding in others, and flowering and migration times shifting in response to recent climate change (Scheffers, B. R. et al. 2017; Parmesan, C. 2016; Moritz, C. & Agudo, R. 2013).

The need to promote adaptability within our natural systems is now recognised (Victoria's Climate Change Adaptation Plan 2017-2020; Protecting Victoria's Environment – Biodiversity 2036 (Todd, J. 2017))."

The City of Yarra has many landscape features that make it a natural 'hub for nature' and recommend its waterways and near-waterway environments as places that can provide features that may assist as refuges for plants and animals, especially in times of higher temperatures and lower rainfall. The municipality sits at the confluence of four waterways, and it includes the meeting of two geology types. Other natural features include its habitat trees, wetlands and relatively large areas of open space adjoining the waterways.

In support of the municipality's intention to take urgent action on the climate emergency, there are many actions (outlined in this Strategy) that the City of Yarra could undertake in recognition of its stewardship of areas that can provide natural refuges for flora and fauna.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Red-rumped Parrot, a species that has moved to the city in recent decades. Image from Getty Images.

1.5 Conserve locally rare or threatened flora and fauna

Actions:

- **Establish a 'local legends' working and networking group.** Key stakeholders include Victorian Indigenous Nurseries Co-op, Parks Victoria, Wurundjeri Woi Wurrung Council and staff from adjoining councils and land managers e.g. Merri Creek Management Committee, Darebin Creek Management Committee.
- **Invest in a project that focuses on the long-term sustainability of locally rare flora and fauna.** For example flora seed conservation, seed orchards and plantings with the option to encourage residents to grow a seed orchard for a rare plant at their home.
- **Investigate and document locally rare plants and animals.** Promote this information via online opportunities and seek engagement from the community.

Target:

- No new local extinctions in flora or fauna.

Context:

While there is a duty of care and legislative requirement to conserve state or nationally threatened flora and fauna, it is important to also recognise and conserve plants and animals that are locally rare or threatened.

Some of those reasons outlined by Lorimer (2010) in his report on locally threatened plants in Manningham include:

- As the number of species in any domain of interest reduces, the ecological system loses complexity and the web of interactions weakens;

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

- The extinction of a species from a jurisdiction represents a contraction of that species' range and thereby contributes to the extinction process at the global scale;
- Some species possess important genetic variation between jurisdictions, and it is desirable to conserve the full range of genetic variability;
- There is a philosophical viewpoint that we, as individuals, communities, organisations or governments, have a duty of care to do what is within our own sphere of influence to look after the environment, and not rely on others (such as another state) to compensate for environmental deterioration in our own jurisdiction.

Lorimer states that *"Each of these principles applies to local government as much as to states or nations. Indeed, the first of the three concerns listed above becomes more serious as one focuses on smaller areas. The loss of even a small number of species from a municipality or district can have significant consequences and lead to a cascade of adverse flow-on effects. For example, the collapse of mistletoe numbers in Melbourne's eastern fringe over the past five years due to drought has led to a collapse in dependent species such as the Mistletoe bird and Imperial White Butterfly, and flow-on effects such as reduced pollination by butterflies and reduced pest control by Mistletoe birds. It is impossible to know to what extent the consequences have spread through the web of interactions that maintains the ecosystem in a productive and dynamically stable state."*

Some species play more important or fundamental ecological roles than others, but in general, the greater the diversity of species that can be retained at the local or municipal scale, the better.

Sadly, the importance of this is rarely recognised and it has been generally overlooked by governments at all levels.

In Victoria, state government policies, legislation and regulation related to protection of native flora and fauna recognise species that are threatened with extinction throughout the state but not at smaller scales".

In the City of Yarra there are a number of plants that were formerly common that are now noted to be 'disappearing'. These have been noted by the local indigenous plant nursery, Victorian Indigenous Nurseries Co-operative (VINC), who have developed specialised 'seed production areas' with the aim of propagating plants from some of the last locally available seed.



Running Postman, a plant that is now locally rare. Photograph by Craig McGrath

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

1.6 Management Principle: Conserve state and federally significant flora and fauna

Actions:

- Collaborate with other land and water managers on projects to actively enhance habitat and conservation values for all State and Nationally-threatened flora or fauna.
- Conduct targeted fauna surveys that build on the Biodiversity Health Survey work to confirm a baseline level for threatened fauna within the municipality. Collaborate with other land managers as required, e.g. Melbourne Water for aquatic animals. Parks Victoria and Birdlife Australia (Swift Parrot) as necessary.
- Complete further research to confirm or otherwise, the occurrence of state or Nationally-threatened flora.

Target:

- Extent of state or nationally threatened fauna is known and documented. By Year 2.
- Extent of state or nationally threatened flora is known and documented. By Year 2.
- No local extinctions of state or nationally threatened fauna in the City of Yarra.

Context:

The Biodiversity Health Survey, while ambitious, was not designed to confirm or provide a baseline status for species which are recognised as being rare or threatened at the state or national level.

A sound understanding of threatened species distributions, movements, and habitat use across the City of Yarra is crucial to managing threatening processes such as predation by foxes and cats, disturbance by domestic dogs, weed invasion, loss of hollow bearing trees, and other threatening processes as listed the Victorian *Flora and Fauna Guarantee Act 1988* (FFG Act) and the Commonwealth *Environment Protection and Biodiversity Conservation (EPBC) Act 1999*.

The BHS involved extensive searches of relevant flora and fauna databases and a shortlist was created of significant flora and fauna that were determined to have a medium or high likelihood of persisting in the City of Yarra based on habitat availability, years since the last record, and total number of records within the surrounding landscape.

This shortlist includes 9 flora and 20 fauna species.

Flora:

- Austral Tobacco
- Fragrant Saltbush (likely only planted specimens)
- Rosemary Grevillea (likely only planted specimens)
- Matted Flax-lily
- Native Peppercreess
- Leafy Twig-sedge
- Slender Bindweed
- Studley Park Gum
- Melbourne Yellow-Gum

The Matted Flax-lily is the only EPBC-listed species with potential to occur. The remaining species are state-significant and listed either under the FFG Act or the *Advisory List of Rare or Threatened Plants in Victoria* (DELWP 2014).

The Leafy Twig-sedge was recorded in McConchie Reserve during the BHS flora surveys, although this species was planted during habitat restoration at the site. Eucalypts that were unconfirmed as Melbourne Yellow Gum were observed in Coate Park in Alphington and Studley Park Gum is recorded locally.

There is also an unconfirmed sighting of Austral Tobacco from McConchie Reserve in 1987. Native Peppercreess was recorded in Alphington Park Wetland in 2003. There is little potential for isolated remnant plants or populations of Fragrant Saltbush or Rosemary Grevillea and recent records are likely to be planted specimens.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Undetected remnant threatened flora populations are most likely to occur along the Yarra River and Merri Creek corridors, especially where remnants (EVCs) of indigenous vegetation occur around the escarpment (e.g. Escarpment Shrubland) or within off-stream wetlands (e.g. Aquatic Herbland).

Fauna:

Five nationally threatened species are likely to make use of habitat within the City of Yarra and immediately adjoining waterways and bushland. These species include the Critically Endangered Swift Parrot, the Endangered Macquarie Perch and Regent Honeyeater, and the Vulnerable Grey-headed Flying-fox and Australian Grayling.

A further fifteen state-threatened species are considered likely to make regular use of habitat within or immediately adjoining the City of Yarra. These include the Eastern Great Egret, Azure Kingfisher, Nankeen Night Heron, Pied Cormorant, Hardhead, Clamorous Reed Warbler, Rufous Fantail, Powerful Owl and Golden Perch. Other threatened or migratory species recorded within the City of Yarra may also make some sporadic use of habitat for migration, dispersal, and foraging.

Most of these species are restricted to aquatic environments or adjacent riparian habitats; and all are likely to depend on riparian and aquatic habitats along the Yarra River and the Merri, and Darebin Creek corridors for foraging, dispersal, and/or migration. Stands of Yellow Gum, Yellow Box, and Mugga Ironbark within the City of Yarra and adjoining areas (Yarra Bend Parklands) could provide occasional food resources for the Swift Parrot during its summer and winter migrations between its breeding habitat with Tasmania and summer foraging areas in south-eastern Australia.

The Grey-headed Flying-fox has a large established population within the City of Yarra and adjoining areas, and likely makes significant use of habitat resources across the Yarra reserve system, and urban environments including flowering eucalypts and fruit trees. The Nankeen Night Heron is resident at a number of locations along the Yarra River and observed on a number of occasions during the 2014-2016 censuses.

Further targeted surveys for significant fauna should focus on species likely to be resident or make significant use of the study area such as: the Nankeen Night Heron, Eastern Great Egret, and Azure Kingfisher. Many of the threatened fauna species within the City of Yarra are aquatic or aquatic-dependent fauna, meaning they could be targeted together as a group.

Future microbat monitoring would provide verification of Yellow-bellied Sheathtail Bat records made in this study and provide a better understanding of the species distribution and use of habitat across the City of Yarra.

Other species may require further research to determine their presence or otherwise within the municipality.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

1.7 Increase habitat connectivity

Actions:

- *Research and develop connectivity plans for keystone or character species for at least 3 habitat links with at least one being a new terrestrial link.*
- *Involve community in the planning of each connectivity project.*

Target:

- **At least 3 connectivity projects delivered in 5 years, focussing on waterways (2) and terrestrial priorities (1)**

Context:

Maintaining and enhancing habitat connectivity is key to improving and safeguarding the flora and fauna within the City of Yarra and its environs. The majority of current habitat value is provided along the Merri Creek and Yarra River corridors, but other large reserves such as the Edinburgh Gardens play a key role as 'stepping stones' for birds, bats and other fauna across inner northern Melbourne. Large significant canopy trees also play an important role in the movement of fauna and providing food and shelter resources.

Habitat links

Habitat corridors or links differ from critical habitat in that they provide fewer habitat resources for fauna to complete their life cycle. Corridors provide the basic habitat elements to enable animals to move safely across the landscape, sometimes between two or more areas of critical habitat. There are several important corridors for fauna movement present within the municipality:

Waterway corridors:

- The Yarra River corridor, considered to be of National and International Treaty Significance (Brereton et al. 2004). Provides a link between significant areas of critical habitat including in the east, around Yarra Bend Park, Dights Falls and Burnley Park.

Key linkages for focus along the Yarra include between Alphington and Yarra Bend area, and from Dights Falls to Burnley.

- Merri Creek corridor - provides a link for the movement of terrestrial and aquatic fauna between habitat patches to the north, and south to the Yarra River corridor.

The Merri Creek Corridor provides a great opportunity as a high priority habitat corridor project.

- Darebin Creek corridor – provides another north-south habitat link to the Yarra River.

Terrestrial corridors:

- Park Street Linear Reserve - provides an east-west habitat corridor, comprised mainly of ground and shrub cover, and some habitat trees, potentially linking the Merri Creek corridor with Royal Park, Princes Park and Moonee Ponds Creek.

This corridor, already partly established requires further enhancement and strengthening, particularly in the west.

- Terrestrial link(s) from the Yarra to large habitat patches in the west such as Royal Park.

There is ample opportunity for the provision of fauna habitat corridors across the landscape away from the waterways. These corridors would focus on indigenous canopy species, supplemented by small plantings of mid and groundstorey. Opportunities such as replacement of street trees, new street tree plantings, new or refurbished parkland and private land should all be investigated.

A number of strategic opportunities based on preliminary analysis of the Yarra landscape are provided in **Map 5** on **Page 31**. These would require a full scoping study to confirm one or two key corridors for implementation; and would involve collaboration and close alignment with Urban Forest and Open Space priorities.

Terrestrial corridors provide a great opportunity to also link with the community of Yarra and inspirational ideas and messaging will be important elements of successful implementation. On this basis the Sugar

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Glider is promoted as the focal species for planning and implementing terrestrial corridors. Secondary species include birds, butterflies, microbats and pollinators.

Adjoining areas:

- The locations next to any area of fauna habitat, including locations of critical habitat or corridors are important to include in an overall plan for enhancing and linking for natural values in the City of Yarra.
- Locations to target for education and programs that encourage habitat creation for nature are shown in **Map 5** on **Page 31** as a 200 metre buffer along all waterways. Additional areas would include a similar buffer applied to any overland or terrestrial fauna links including the Park Street Linear Park.

Within the waterway buffer areas, species such as Pobblebonk Frogs and small woodland birds including Brown Thornbill could be used as focal species to include in community engagement programs.

Terrestrial areas that form a buffer to terrestrial corridors, could create habitat for the same species associated with the terrestrial corridors themselves, i.e. Sugar Gliders and birds, butterflies, microbats and pollinators.

Opportunities to Reconnect the Landscape

The reserve system within the City of Yarra provides an opportunity to sustain important flora and fauna populations and this could be greatly enhanced with some key additions via extra habitat introduced within the urban matrix either via parkland, streetscapes or on private land.

In all cases it is recommended that the vegetation used for revegetation aim to recreate the former vegetation type as closely as possible.

The City of Yarra could create some planting guides for common vegetation types that can be easily accessed and used by both the community, internal staff and contractors. The City of Melbourne's [Urban Nature Planting Guide](#) could form a useful base.

There are several areas that are strategically positioned within or close to potential corridors, that are presently unvegetated (no EVCs), have overstorey but no shrub layer, or offer little fauna habitat. Revegetation via plantings of canopy (trees, tall shrubs), mid-storey (medium and small shrubs, climbers) and groundstorey plants (grasses, wildflowers and herbs) would promote connectivity especially for birds, pollinators including butterflies; and would be valuable 'stepping stones' to assist these animals to move across the landscape. These locations include smaller parks and reserves that contain canopy cover but do not presently support much understorey cover.



Small parks like Cambridge Park in Fitzroy could benefit from plantings of a greater diversity of vegetation providing more structure beneath canopy trees. Photograph by Yasmin Kelsall

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

1.8 Increase integrity and innovation in biodiversity management.

Actions:

- *Establish a working group of bushland management experts to inform council on its on-ground management and associated programs. Also, to collaborate on cross-tenure projects.*
- *Include experts such as Merri Creek Management Committee, Darebin Creek Management Committee, VINC, the Narrap team, Melbourne Water, Parks Victoria, land managers from adjoining councils and City of Yarra contractors. This group may be best implemented as a larger inner-Melbourne working group allowing for information sharing and time efficiencies.*

Target:

- Working group established by end Year 1 and meeting 6 monthly thereafter.

Context:

The stakeholder engagement process for the development of this Strategy involved a workshop of technical experts, where the value of bringing this group of experienced bushland managers to discuss on-ground management issues, achievements and challenges was evident. Therefore, the creation of future opportunities for this group to meet is recommended, to promote discussion that will ideally result in better on-ground outcomes, shared project ideas and new learning's.

While there is no key action relating to the City of Yarra supporting or delivering any project ideas, trials or education materials that resulted from the discussions, should be encouraged, and it is anticipated that once the group is operational there will be more clarity around its purpose, areas of interest and likely outcomes.

1.9 City of Yarra Integrated Waterway Corridors

Actions:

- *Contribute to the preparation of a specific integrated waterway corridors plan for Yarra that brings together all the strategic directions and provides an overall single coordinating plan of action*

Target:

- To acknowledge the Yarra River Strategic Plan (YRSP) objectives and the need to assess the opportunities locally and across boundaries with partners to deliver the YRSP commitments and to generate plausible strategic waterways restoration projects to access available funding.

Context:

In 2017, the *Yarra River Protection (Wilip-gin Birrarung murrnong) Act (the Act)* passed through the Victorian Parliament, enshrining in law the protection of the Yarra River. The Act identifies the Yarra River and its corridor as 'one living, integrated natural entity for protection and improvement' and recognises Traditional Owners' custodianship and intrinsic connection to the river.

In early 2018, the Wurundjeri Woi Wurrung developed their vision for the Birrarung in a policy titled *Nhanbu narrun ba ngargunin twarn Birrarung* (Ancient Spirit and Lore of the Yarra). This policy defines the Wurundjeri Woi Wurrung's aspirations for planning, policy and decision-making to enhance the integrity of the Yarra Strategic Plan.

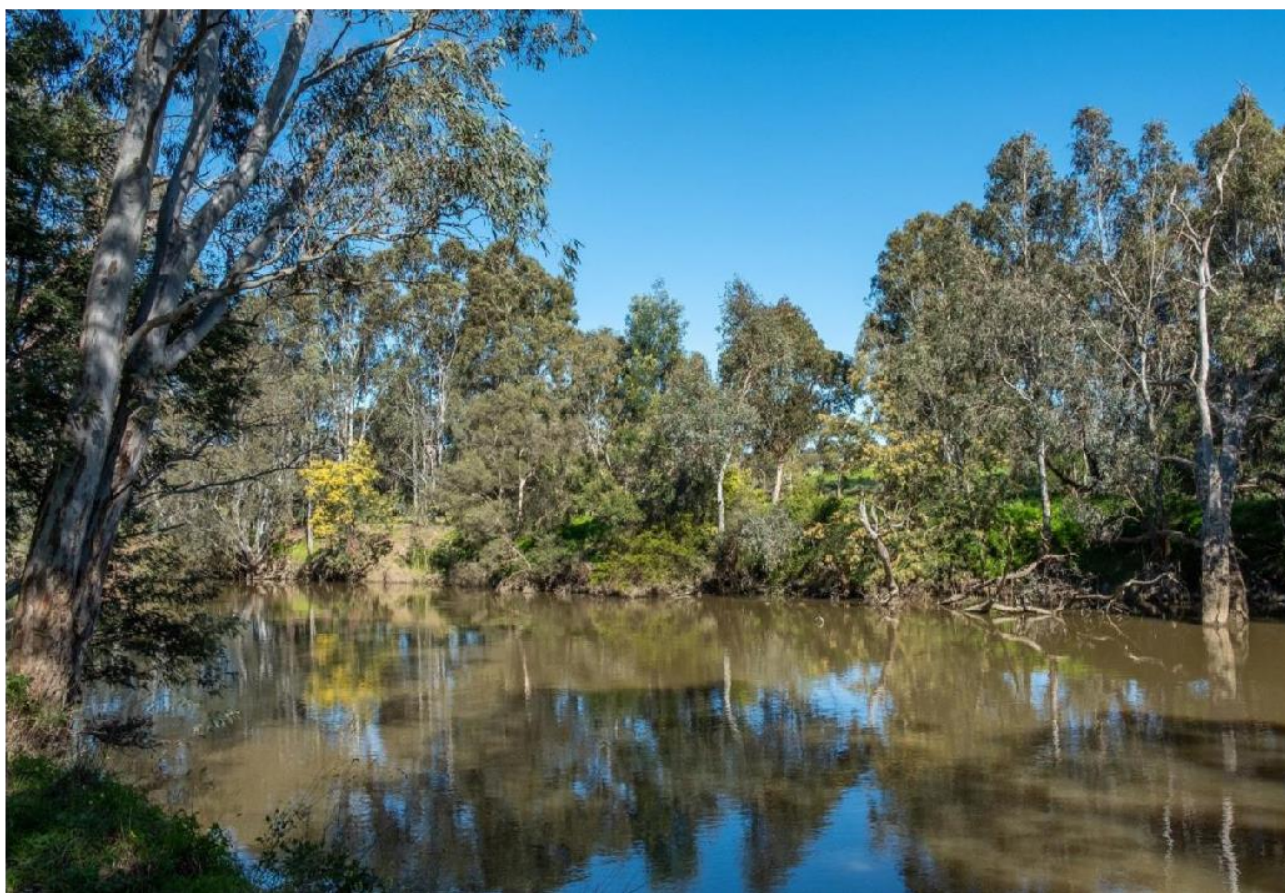
The Draft Yarra Strategy identifies a suite of actions for the Lower Yarra section that include focus on habitat links along the Yarra waterway and extending this focus into adjoining private land. Habitat corridors are also mooted for a terrestrial link that may be similar in its intent to corridors that are proposed within the Nature Strategy

It is proposed that Council prepare a waterways corridor plan for the City of Yarra, which integrates all strategic directions of the Yarra River Strategic Plan (YRSP) and provide a single coordinating plan of action. This would achieve the following:

- reinforce and confirm the YRSP,

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

- identify opportunities locally and across municipal boundaries with partners,
- deliver on YRSP commitments, and
- generate robust strategic waterways restoration projects that will attract funding.



Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 2: Encourage people to appreciate and actively enhance Yarra's natural landscape

2.1 Encourage and support 'nature-focussed' initiatives on private land and throughout streetscapes at the neighbourhood-scale

Actions:

- Establish a 'nature in the neighbourhood' reference group. Consider if/where it is possible to combine with Urban Agriculture and/or Environment Advisory Committee where relevant.
- Work with the reference group to plan initiatives that include a focus on increasing nature in the private and streetscape realm. This may include integration with Urban Agriculture and indigenous cultural initiatives.
- Fund and implement the abovementioned action plan.

Target:

- 'Nature in the neighbourhood' Action Plan developed in consultation with reference group by the end of Year 1.
- 500 households in Yarra participating in a 'nature in the neighbourhood' initiative by end of Year 3.
- One streetscape initiative implemented by the end of Year 3 that aims to introduce nature-focussed elements into a neighbourhood, resulting in wellbeing and community benefits.

Context:

The City of Yarra has a diverse community and an equally diverse urban matrix. All areas are seeing significant change and in general trajectories are for more population and higher density living. The Open Space Strategy has identified that based on these trajectories, there is a need for increased access to open space to address a variety of needs including contact with natural areas. As well as the creation of greener, more natural areas in the public realm, there are opportunities that council can support to increase nature and natural areas in the private realm, and within streetscapes and other community spaces that make up the various neighbourhoods within Yarra.

Dr Sarah Bekessy, a Professor of Design and Social Context at RMIT, encouraged Melbourne to think big during Sustainable Design Week 2019 and take on board ideas that could see the greater Melbourne region follow in the footsteps of London, in declaring itself a national park city. Dr Bekessy said *"It's about rewilding the very urban fabric, using streetscapes and roundabouts and green walls and green roofs and courtyards in the city, school yards ... [and] having core areas of green, where you can have connected pathways for native plants and animals to exist and to come back into the city"*.

Ideas that could see Dr Bekessy's vision achieved would include a suite of activities on private and public land with objectives including:

- increasing the canopy cover of Melbourne by 20 per cent over the next ten years,
- creating habitat in Melbourne's private and public spaces for 10 native species, and literally bring them back into the city.
- ensuring that every single resident of Melbourne has within 200 metres, a rich biodiversity experience.

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Plant-covered walls and roofs can lower a building's internal temperature by ten degrees. Image: RMIT

Support and opportunities:

Community representatives have expressed a desire for more urban greening within the fabric of the community. This has included participants in the engagement process for the revised Yarra Environment Strategy identifying nature as the highest priority for focus. The priorities identified were:

- Priority 1. Everyday nature / greenscaping
- Priority 2. Community engagement and capacity building, education and youth
- Priority 3. Thriving neighbourhoods
- Priority 4. Take urgent action towards climate neutrality and zero waste
- Priority 5. Council leadership
- Priority 6. Support business sustainability

Involvement of the community in nature-focussed initiatives will assist the City of Yarra in meeting its wider environmental goals around climate action, sustainability, water management, urban agriculture, waste management and community engagement and wellbeing, as well as improving natural values.

Urban Agriculture and other Sustainability and Environmental initiatives have already achieved much via engaging the community resulting in visible benefits to the community themselves as well as for the environment and natural world. There are many initiatives that each of these areas are already undertaking that the inclusion of natural values and habitat elements would complement.

For example, Urban Agriculture - encouraging people to engage in their own food growing activities - encourages more urban greening and more conscious use of resources, nutrient and water management. All plants provide habitat for native animals and insects including birds, bats and butterflies. And there are some native and indigenous plants that are also food, fibre and medicine plants. Urban Agriculture systems can offer opportunities for enhancing urban nature and improving connectivity. Varied vegetative structure, increased plant diversity, and increased permeability of surfaces are key features of Urban Agriculture (UA) systems that contribute to natural systems, supporting ecosystem services such as pollination, pest control, and climate resilience.

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Within the municipality there are already many examples of the community integrating food growing combined with habitat creation, with potential for plenty more, including:

- Community engagement work (events, social media, newsletters etc.)
- Behaviour change (influencing land management practices on private land)
- Educational programs (workshops etc.)
- Partnerships (i.e. the Wurundjeri Woi Wurrung Council, the Collingwood Children's Farm, Neighbourhood Houses etc.)
- Shared advocacy



Indigenous habitat provided by Flax-lillies, Tussock-grasses and Spiny-headed Flax-lily shares the space in a community food garden in Collingwood

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

2.2 Invest in nature engagement

Actions:

- *A nature engagement officer to be appointed*
- *Scope and deliver a number of nature engagement initiatives. Seek to collaborate with other councils that have run successful programs.*

Target:

- A nature engagement officer to be appointed by the end Year 1
- Nature engagement program involving at least two new initiatives in place by end Year 2.
- Engagement program including Actions 2.1, 2.3 and 2.4 partially implemented by end Year 1.

Context:

There is a demonstrated appetite for urban greening and nature engagement, which has been clearly expressed by the community.

Providing opportunities for the community to participate in nature-based activities will assist the City of Yarra to meet many of its own objectives relating to habitat creation, plant and animal monitoring, community connectedness, wellbeing and health.

Other municipalities and organisations have established programs for their residents that encourage them to become more involved in nature-based activity with some success, including:

- [Gardens for Wildlife Program](#) – now implemented by five other Victorian municipalities and with over 20 affiliate councils and organisations, this program, pioneered in Victoria by Knox City Council provides support, information and resources for local residents to introduce more habitat features into their own space.
- [Backyard Biodiversity Program](#) – run by the City of Boroondara, an annual learning and incentive program that targets key neighbourhoods that sit closer to priority areas for natural values.
- Incentives program for residents, schools and other organisations – this could include plant vouchers at a local indigenous nursery, such as the City of Boroondara's buy one get one free offer, garden planning assistance from a landscape architect, provision of other expert advice or inspiration, or volunteer labour.

Others encourage more activity and engagement via learning or creative means. These include:

- Education programs and opportunities - the Merri Creek Management Committee is currently engaged by the City of Yarra to deliver some education and engagement programs, particularly to local schools. Other programs that exist locally include a [Nature Stewards program](#), launched in 2018 which provides a structured training course for participants to develop their skills as naturalists, leading to application of these skills in the future.
- Environmental leadership programs - other municipalities run programs that combine environmental, sustainability and nature-focussed learning with a resulting project or program that is delivered by the participants. An example is the [Hume Enviro Champions](#) program.
- Competitions and awards – a dedicated award or suite of awards could be developed to raise awareness of nature and the activities that are being undertaken in the municipality. Competitions could also be run annually that are nature-focussed. For example, an art competition.
- Citizen Science - there are many opportunities for linking to existing citizen science programs or creating a new one. Some existing opportunities include:
 - [Aussie Backyard Bird Count](#) – an annual event run by Birdlife Australia that encourages participants to observe and record birds during the month of October.
 - [Wild Pollinator Count](#) – run twice a year (Autumn and Spring) by a small group of volunteers, it encourages the community to observe and record insects and their behaviour.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

- The City of Melbourne has held its own citizen science projects including BioBlitz, Waterbug Blitz and Urban Forester Program. These initiatives can provide learning's and also opportunities to even team up or support these programs in the neighbouring municipality.



Backyard bird species include Eastern Spinebill (above) and Spotted Pardalote (below). Photographs from Getty Images.

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2.3 Establish a nature in Yarra communications program

Action: *Design and implement online communication program for nature-focussed news, initiatives and interactions. Seek to integrate with existing communication mechanisms such as environment, sustainability and urban agriculture.*

Targets:

- Engaging nature-based content on the City of Yarra website and other council communications channels throughout the year from when new program commences.
- Regular engagement via social media.

Action: *Trial an online program which allows the City of Yarra to share information about its on-ground management activities and allows the community to assist/contribute to it.*

Target:

- Trial completed by end Year 2.

Context:

Our community's strong interest in nature and nature-focussed initiatives remains largely untapped. A communication and engagement program focussing on nature and nature-focussed initiative is envisaged to change this. The success of similar programs for sustainability and urban agriculture has been demonstrated; and a similar focus for nature will result in higher levels of awareness and involvement that have been achieved in these complementary areas.

To this end, it is envisaged that regular communication on nature-related news will become a regular feature of council communications, largely via existing channels such as Yarra Environment e-news and council's social media. Additionally, a dedicated webpage for Nature in Yarra will be developed.

The development of this web and social-media based communications program could take direction from similar initiatives by other municipalities and although modest targets are proposed should not preclude a higher level of activity. Other options include creating education or engagements either in hardcopy or online; partnership projects with creative artists; films; podcasts or apps.

Interactive online engagement option:

- Community feedback during the development of this strategy indicated an appetite to know more about what the City of Yarra is doing towards caring for nature and its rationale for doing so. An example of where this has worked is Melbourne Water, which have shared that they now enjoy improved interaction with the community. They have an interactive map on their website showing 'local projects' and also encourage more interaction via Facebook and social media.
- There are many options for enabling online community engagement, particularly using a map as the basis for this. A recent example was an online mapping tool used during the development of the Yarra Action Plan to gather community input on issues that mattered to people
- This style of online mapping engagement tool could be one method for sharing information with the community regarding works of any kind that the City of Yarra is undertaking, and to receive information back from the community. This could have wider applicability than only to share information on nature-related work or observations.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024



Online mapping tool used in the 'Reimagine the Yarra' engagement process. Source: <https://the-hive.com.au/features/participation-apps/social-map>.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 3: Embed nature at the core of Yarra's business practices

3.1 Management Principle: Ensure nature is considered as core council business.

Action: Councillor planning and reporting to consider and address natural values.

Targets:

- City of Yarra's processes explicitly recognise nature as a component of Environment in the quadruple bottom line approach.
- Nature is one of the 'implications' to be considered within council reports.
- Annual plan includes a dedicated budget line for biodiversity or nature-focussed programs and projects.
- Ensure Yarra Annual Grants has a separate for category for Nature/Biodiversity enhancement projects.

Context:

It is important that Yarra Council processes reflect the objectives and direction of its plan. Conservation of natural values is explicitly identified in Key Objective 3 of the Council Plan and directly contributes to elements of Health and Wellbeing.

With the development of the Nature Strategy clearly providing clear direction in the form of Goals, Management Principles, Actions and Targets requiring increased resources, the need for more formal accountability and recognition is required via the Council Action Plan and for Councillor awareness and accountability.



*[Placeholder Image] Example: Greening Howlett Street – a green infrastructure retrofit that will include a wildflower garden communal meeting space. AKAS Architects, c/o City of Melbourne, 2019. **Seeing permission for use.***

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3.2 Management Principle: Encourage more natural spaces in the private realm via planning mechanisms.

Action:

- *Provide resourcing to support delivery of strategic biodiversity/natural values requests and projects.*
- *Implement requirement for landscaping plans for permit applications for 2+ lot subdivisions and above.*
- *Develop pre-application information for planning permits that includes preferences around use of indigenous plants and habitat components.*

Targets:

- **Natural Values Planner employed by end Year 1.**
- **Increased incidence of indigenous landscaping and habitat components in developments. Shown in Landscaping Plans and monitored by audit of 10%.**

Context:

The City of Yarra, like many other urban municipalities, is experiencing increased levels of growth and development, placing further demands on its staff, management and governance teams to ensure a diversity of issues and community expectations are met.

Planning expertise relevant to natural values is required in many areas of council. This includes expert response and oversight, sometimes requiring specialist subcontractor involvement. To date there has been limited in-house capacity to adequately meet requirements which include:

- Reviewing and responding to planning permit applications, particularly in locations affected by ESO and SLOs;
- Advising and reviewing landscape plans;
- Ensuring the City of Yarra meets its legislative and planning scheme requirements, particularly those associated with significant species and communities, but also associated with weed management and wildlife welfare issues amongst others;
- Participating in processes involving new large high-density developments or precincts;
- Advising on nature-related matters relevant to city works, infrastructure planning and implementation;
- Advising on and in some cases, directly contributing to strategic planning processes;
- Auditing compliance with planning permit conditions and internal capital project delivery that relate to natural values; and
- Grant application assistance.

Dedicated in-house capacity to deliver on these requirements is limited and in light of this, other areas of council have aimed to cover these areas, sometimes with limited information.

The City of Yarra would benefit from improved processes and resources in the form of decision-making guidelines and information as well as increased, dedicated expert staff to support planning decisions.

Examples of guidelines that have been developed by other municipalities include:

- [City of Manningham Landscape Plan Guidelines](#) (March 2010). This booklet provides advice for applicants who need to develop a landscape plan as a requirement of their planning permit. It includes a flow chart of the process, a tick-list to make sure their plan contains everything and also provides examples of suitable landscape plans for higher density scenarios including townhouses and units.

In-house support documents would include:

- Species and planting lists for the most common types of native vegetation (Ecological Vegetation Classes) that are normally encountered in the City of Yarra in its development areas. Such as Plains Grassy Woodland outside of the waterway corridors. This would include examples drawn by landscape architects and designers that demonstrate how these plants could be used in common urban landscape scenarios. For example:

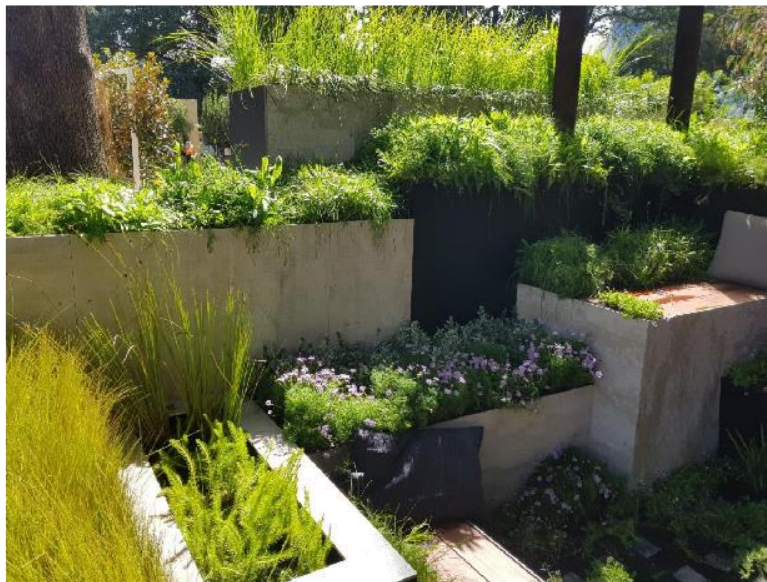
Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

single-fronted home front yard / courtyard; townhouse; apartment common area/green roof/wall/balcony; laneway; carpark; café or warehouse.

- Information on common weed species that shouldn't ever form part of a landscape plan.
- Information for staff that summarises council's requirements to ensure that any in-house projects or works follow processes that ensure all legislative requirements regarding natural values (threatened species, ecological communities, wildlife and cultural heritage values) are met.
- A summary lookup document that provides common responses to planning permit queries.



Habitat creation in urban areas including laneways and via a rooftop garden in a private residence. Photographs from © Coolth Inc. .



Habitat creation exhibit at the Melbourne International Flower and Garden Show, 2019. Photograph from Coolth Inc..

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3.3 Management Principle: Consider options for new planning tools to see more nature-focussed outcomes.

Actions:

- *Scope and work up options for one or more overlays that seek to see ecological benefits in the future.*
- *Instigate a project to investigate and document Natural Heritage values within the municipality in line with Actions from the Heritage Strategy.*

One or more planning scheme tools are introduced to assist in:

- Delivering more habitat value such as green roofs
- Protecting and encouraging habitat elements for a specific species or group of species;
- Recognition and conservation of areas of natural heritage.

Context:

Overlays: The Yarra River Corridor is covered by a Significant Landscape Overlay (SLO1) while Merri and Darebin Creeks are covered by an Environmental Significance Overlay (ESO2 and ESO3, respectively).

The application of the ESOs in this instance is strategically applied to capture an appropriate area where ecological values have been identified and require ongoing protection, such as critical habitat or movement corridors.

Consideration should be given to applying an ESO over any other significant habitat or fauna movement corridors. The Park Street Linear Reserve is an example, which encompasses both critical habitat and an ecological corridor.

Possible overlay considerations include:

- A Design and Development Overlay that requires new developments to include green roofs and vertical gardens.
- An ESO that is developed to recognise habitat values for certain species including fauna movement corridors.
- An ESO that protects locations of locally significant species.
- A suitable planning tool, possibly a Heritage Overlay that protects areas of indigenous cultural heritage significance.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

3.4 Management Principle: The City of Yarra leads by example in its own projects.

Actions:

- *In order to meet the multiple objectives associated with Environment, Sustainability, Nature and Water Infrastructure, support the creation of a senior expert role to advise on and approve all in-house projects for their 'green infrastructure' credentials, including nature-focussed elements.*
- *City of Yarra recognises that green infrastructure includes nature-focussed elements and updates process and design practice accordingly.*
- **Target: All council-led projects to include green infrastructure and demonstrably consider nature and habitat elements in their design and implementation by end Year 2.**

Context:

The Sustainability and Environment team has developed an 'Embed Green' framework and process which is designed to enable any council to better include green infrastructure planning and implementation into all of their in-house projects. Broadly speaking green infrastructure would generally consider reducing impacts on natural values and also to innovation that would benefit nature. For example, water-sensitive urban design such as rain gardens or pollutant treatments have dual benefits for nature: they reduce the flow of nutrients and pollutants into waterways.

However, the 'embed green' framework should be updated to include specific consideration of habitat values and ensuring green infrastructure considers impacts to nature.

In recognition of the importance that the City of Yarra is placing on its sustainability initiatives, climate response, water management, and valuing nature, it is proposed that creating a role for overseeing and accrediting all in-house projects would be the most efficient way to ensure accountability around achieving nature-related objectives.

Note: In recognition of its direct relevance, the position is flagged in this Nature Strategy, but it is recognised that it will be requested via the Yarra Environment Strategy.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

Goal 4: Make innovation, communication and collaboration the cornerstones of Yarra's nature-focused programs

4.1 Collaborate with others who share common goals.

Actions:

- *Participate in networks with other municipalities, organisations and institutions who are working on similar issues around urban ecology.*
- *Support partnership projects that result in mutual benefits for nature.*

Targets:

- Staff role descriptions and time allocations provided to relevant staff for participation in relevant networks.
- Council management acknowledges optional funding for partnership projects as relevant.

Context:

There are a range of networks and forums that would be beneficial for the City of Yarra to participate in, to see better nature-focussed outcomes within the municipality and beyond its boundaries. Examples of other inner-urban local government networks focussed on nature-based outcomes:

- The City of Yarra participates in multi-organisational networks on a range of issues including Urban Forestry (Inner Melbourne Action Plan); Climate Resilience (Resilient Melbourne and more); Yarra River Strategy and the Biodiversity Planners Network among others.
- Particularly amongst inner-urban and neighbouring municipalities there is an interest in sharing experiences, learning's and opportunities that are common to each relevant to nature conservation.

Network of land-management policy staff:

In recognition that the City of Yarra sits at a pivotal location in the landscape, as a hub for waterway values, large areas of parkland and important indigenous cultural heritage with many neighbouring land managers to liaise with, a regular forum for policy staff land managers relevant to the City of Yarra and its neighbours and partners is recommended.

This would include but not be limited to policy staff from all adjoining municipalities; Parks Victoria; Melbourne Water; Wurundjeri Woi Wurrung Council; Port Phillip and Westernport Catchment Management Authority and possibly others. Discussion could centre on sharing and alignment of relevant policy, strategy and programs. It could provide options for shared projects and grants, and the sharing of ideas and learning's.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

4.2 Develop working partnerships with academic institutions

Actions:

- *Participate in networks with other municipalities, organisations and institutions who are working on similar issues around urban ecology.*
- *Support partnership projects that result in mutual benefits for nature.*
- *Actively collaborate with an academic institution on at least one new project each year.*
- *Develop a list of projects that include student monitoring of council reserves or encourage teaching and learning in these reserves. The results of which will be fed back to the City of Yarra.*

Targets:

- At least one project per year is implemented in partnership with an academic institution.
- A working partnership to encourage student field studies in council reserves is established by end Year 1 and active by Year 2. Results are useful for all parties involved.

Context:

The City of Yarra is very well placed to engage with academic institutions who are actively involved in urban ecology research. Melbourne University's Burnley Campus lies within the municipality and already completes projects within council reserves. Other institutions like RMIT also have an interest in urban ecology and could assist with collaborative research and other initiatives as they have with other urban municipalities.

- An early example may be to work with Melbourne University to adopt the streetscapes project, first piloted in the City of Melbourne.
- Other options include trials of green roofs and green walls; or sponsoring a design for a large urban development that includes habitat features.

Attachment 1 - Yarra Nature Strategy - Protecting Yarra's Unique Biodiversity 2020-2024

4.3 Use the Smart City technology to assist in conserving natural values

Actions:

- *In conjunction with CityLab, scope one project to deliver annually with relevance to nature in the City of Yarra. Option to work collaboratively with other urban councils.*

Targets:

- One project is scoped and delivered annually with the assistance of CityLab beginning Year 2.

Context:

The City of Yarra is implementing a smart monitoring network to better monitor and manage its assets and services. This is in-line with international and national approaches to management of urban environments and services.

Current examples of its capacity include monitoring air quality and requirements around rubbish collection. There are other opportunities to ensure that the current plans for this technology best works to support the natural values within the landscape.

Examples include: smart lighting that is wildlife friendly, i.e. in parkland that is particularly good habitat for wildlife, or lights are fitted with motion sensors to reduce 'light pollution' that is known to affect the natural behaviour and navigation of some wildlife.

Other options to consider include:

- Aiming to reduce noise pollution adjoining natural areas and open space through increased use by council of electric vehicles and other electric powered machinery.
- Wildlife monitoring options using remote cameras that could stream and automatically process imagery.
- Use of drones or other technology for wildlife or plant monitoring and perhaps in the future for more intricate activities.
- Use of soil moisture detectors to monitor revegetation and identify if any irrigation is required. Particularly for any high priority plantings.
- Smart lighting that is wildlife friendly, i.e. in parkland that is particularly good habitat for wildlife, or lights are fitted with motion sensors to reduce 'light pollution' that is known to affect the natural behaviour and navigation of some wildlife.

11.7 Yarra's Integrated Water Management Plan

Executive Summary

Purpose

To present Yarra's draft Integrated Water Management Plan 2020-2030 (IWMP) to Council to consider for endorsement and implementation, having been through a process of public consultation.

Key Issues

Following an extensive internal and external stakeholder engagement to develop the draft IWMP, and endorsement for consultation at the Council meeting on 19 May 2020, officers proceeded to undertake an equally deliberate public consultation process.

The results of the five week community engagement campaign, from mid-June to late July 2020, clearly showed that the draft IWMP was welcomed and generally well received by the community.

The Community were invited to provide feedback and comments on the draft IWMP's vision, three objectives, actions and timeframes. The bulk of responses were complementary of the draft IWMP.

All submissions were reviewed and considered with changes incorporated, where appropriate, into the latest draft IWMP.

Subject to Council endorsement, delivery of the Integrated Water Management Plan actions is proposed to commence in January 2021.

Financial Implications

There are no direct financial implications as a result of endorsing this plan, as annual Budget bids and external grant applications will be prepared for the resources required to deliver actions in subsequent years of the plan. These would be considered by Council as part of the annual budget process each year.

It is envisaged that delivery of the final IWMP actions will commence in early 2021. The Drainage and Stormwater Team have developed the plan in a way that allows delivery of the actions for year one of the plan, with resources allocated in the adopted 2020/21 Budget, noting that where possible the objectives of the IWMP are being implemented now.

PROPOSAL

That Council:

- (a) notes the significant consultation involved in the development of the Integrated Water Management Plan, the valuable contribution of community members and stakeholders through this process, and that this has informed the development of the final draft of the Integrated Water Management Plan 2020-2030 being presented for consideration; and
- (b) endorses the draft Integrated Water Management Plan 2020-2030 for adoption and implementation.

11.7 Yarra's Integrated Water Management Plan

Reference: D20/137402

Authoriser: Director City Works and Assets

Purpose

1. To present Yarra's draft Integrated Water Management Plan 2020-2030 (IWMP) to Council to consider for endorsement and implementation, having been through a process of public consultation.

Background

2. In 2006, Council adopted the Yarra Water Action Plan (WAP) which contained a commitment to leadership in sustainable water management. This clearly showed Yarra's early commitment to climate change, a decade prior to being one of the first Councils in the world to declare a climate emergency.
3. Now in 2020, as climate change is no longer a topic of academic research papers and scientific journals, but rather an increasingly influencing factor in almost all of our operations and day to day activities, there is a real and urgent need to ensure that our water resources are used responsibly and wisely to maintain the health, amenity and sustainability of our municipality.
4. Understanding how climate change will impact the capacity of our drainage network and the means to adequately prepare for it, through increased awareness and investment into our infrastructure will be of the upmost importance to protect the safety and amenity of our community and fulfil our obligations.
5. Integrated Water Management (IWM) is a holistic and collaborative approach to water management that considers the interactions of all elements of the water cycle including potable water, rainwater, stormwater, recycled water and groundwater to ensure they are used to support and enhance social, ecological and economic outcomes leading to a sustainable future and improved water security.
6. Yarra's initial draft IWMP has been developed through extensive consultation with Yarra's stakeholders, including internal departments, multiple community groups, the various water authorities, neighbouring Councils and a rigorous peer review process.
7. Throughout the development of this plan focus was maintained to ensure the plan was aligned with the current State and Local Government strategies and plans as well as Yarra's policies and strategies, both existing and under development.
8. Intensive consultation was carried out during the development of this plan which targeted a host of internal and external stakeholders and partners. Their input has been critical to the development of the vision, objectives, targets and actions for the next four years with the emphasis of revision in the fifth year to achieve our overall 10 year plan.
9. The initial draft IWMP was developed by Yarra officers, with input from Alluvium Consulting and peer reviewed by Engeny Water Management.
10. Following the development of the initial draft of the IWMP and Council direction, officers proceeded to undertake an extensive community consultation and engagement process to ensure that the draft IWMP reflected the priorities and needs of Yarra's community.
11. The results of the process clearly showed the high levels of awareness and responsibility Yarra's community possess. It also showed that the draft IWMP was very close to their aspirations and expectations.
12. Officers reviewed and closely considered each response submitted by the community. Where needed, officers amended the plan.

Yarra's Integrated Water Management Plan

13. The IWMP has set out a vision with three major objectives and multiple outcomes. These objectives provide the strategic framework for the actions and associated targets.

VISION: A water wise city in a healthy urban environment. This vision acknowledges that all water is a valuable and increasingly scarce resource that needs to be wisely managed to provide a vibrant, healthy, and sustainable urban environment.
14. Out of this vision stem three objectives:
 - (a) efficient and fit for purpose use of all water sources;
 - (b) a resilient and effective drainage network that flows into healthy and valued waterways; and
 - (c) an informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape.
15. Currently over 95% of Council's water supply comes from the potable water network, with only a small amount coming from alternative sources i.e. WSUD treatments like Edinburgh Gardens stormwater harvesting and rainwater capture from council's buildings.
16. The draft IWMP will play a very important role in identifying alternative water sources for irrigation, mitigating the urban heat island effect, increase permeability, helping to lessen the effect of flooding due to climate change and contributing to greening of open spaces to benefit community health and wellbeing.
17. Although private and commercial water consumption are not within the Council's authority, the draft IWMP sets targets and actions that will increase the community's awareness of integrated water management and water sensitive urban design, with the intent to facilitate reduced water usage and better practice in the broader community. The IWMP also proposes that Council actively support any initiatives from water authorities or state agencies with goals that align with Plan's principles and Council values. The drainage team will continue to work closely with Council's internal teams to identify opportunities and ensure integrated water management outcomes are considered as part of delivery of other Council projects, services and community initiatives.
18. This IWMP will be monitored and updated every two years to track its progress and to make sure that the contents are still relevant.
19. In addition, noting the IWMP provides targets and actions for delivery in the first 4 years of the IWMP, a review is proposed for year 5 to determine the actions and targets required for the second half of the plan. The team propose this approach, as extensive data collection and analysis is required as part of the first phase of the IWMP to make informed decisions on the actions and targets for the second phase of the IWMP. A limited number of actions have been proposed for a longer timeframe, as the need for these actions is very clear and they will need longer than 4 years to be achieved.

External Consultation

20. The external consultation process, which informed the initial draft IWMP presented to Council in May 2020, targeted the various stakeholders whose input and buy-in would be essential to the successful delivery of the IWMP. These stakeholders are categorised into:
 - (a) community groups who provided invaluable insights into the priorities of our community. The main community groups that were consulted are Yarra River Keeper Association, Friends of Merri Creek and Merri Creek Management Committee, Friends of Darebin Creek and Darebin Creek Management Committee, Abbotsford Riverbankers, and Friends of Herring Island, Yarra Environmental Advisory Committee, Yarra Climate Action Now;
 - (b) State Government Agencies;
 - (c) neighbouring Councils;

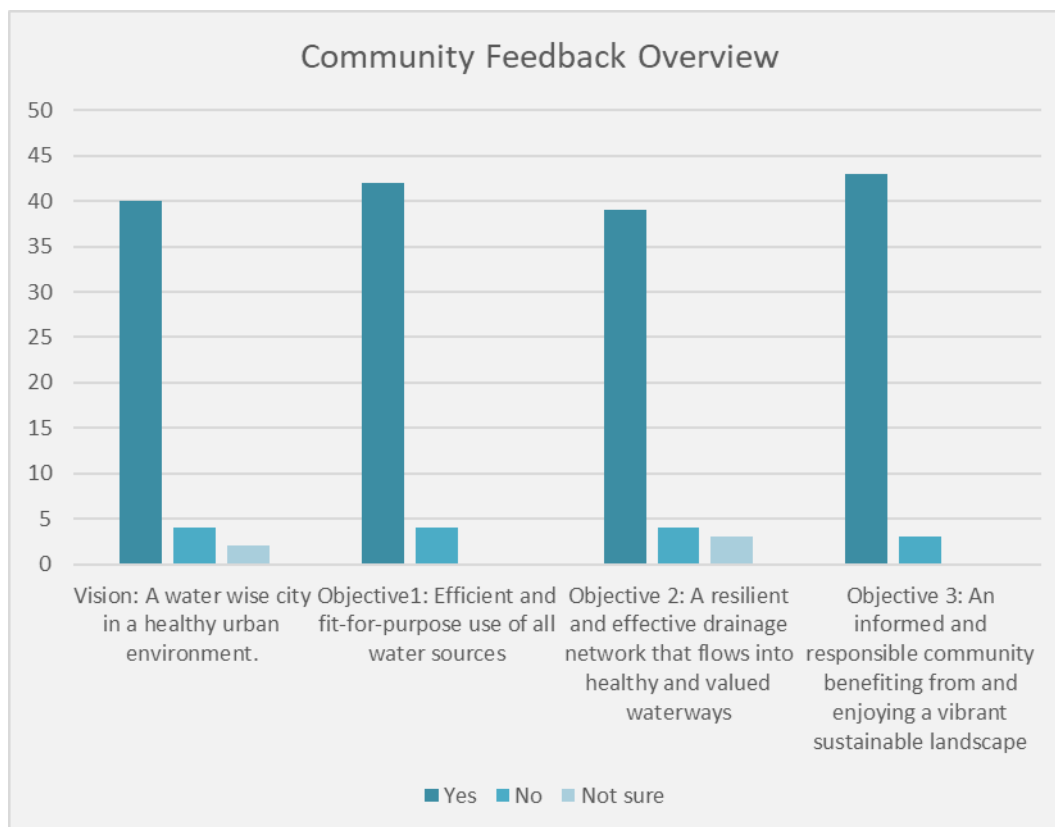
- (d) water authorities; and
 - (e) partners of the Integrated Water Management Forum for the Yarra catchment.
21. The draft IWMP was very well received by all stakeholders with Community Groups in particular being very supportive of the plan and have expressed strong interest in working with Council on the projects outlined in the plan.
22. Comments and feedback were collated, discussed with the relevant stakeholders and incorporated in the final draft IWMP where appropriate.

Internal Consultation (One Yarra)

23. Consultation with all relevant internal stakeholders was carried out in two phases. The first was done prior to the development of the draft IWMP with the aim of capturing the priorities and opportunities in each unit.
24. Once the draft IWMP was ready, the second phase took place and the draft plan was circulated to all of the relevant units to ensure that all expectation have been met and that the plan deliverables were achievable.

Community Engagement and Consultation

25. Although the process to develop the IWMP started from a technically oriented point of view, officers believe the community we serve have experience, information and a perspective that can contribute to the Plan and have sought to incorporate comments that align with the objectives of the Plan.
26. Accordingly, an extensive digital – due to COVID-19 restrictions - community engagement and consultation was carried out over a five weeks period from mid-June to late July 2020 using the Your Say Yarra portal, which was advertised through the following channels:
- (a) Your Say Yarra Project page – the designed page attached to this report;
 - (b) feature article in Yarra News;
 - (c) regular social media posts;
 - (d) articles to promote the consultation process in newsletters including:
 - (i) Merri Creek Management Committee and Friends of Merri Creek Facebook and website;
 - (ii) Abbotsford Riverbankers multiple Facebook and website promotions campaign; and
 - (iii) Monday Musings; and
 - (e) email to electronic databases, resident advocacy groups and friends of groups.
27. The community were provided with the initial draft of the IWMP and were asked provide there feedback on;
- (a) The Vision;
 - (b) The three objectives and associated targets; and
 - (c) The actions and timelines.
28. Officers received a total of 46 submissions mostly supporting the vision and all objectives. Only a very limited number of responses were critical of the proposed IWMP. The below graph provides an overview of the received responses.



29. The comments that were provided by the community were mostly along the following themes;
 - (a) Budget;
 - (b) Planning and Policy;
 - (c) IWM Proposals;
 - (d) Drainage, Flooding and Waterways; and
 - (e) Site Specific comments (e.g. Burnley Golf Course).
30. The attached final draft of the IWMP has been amended to address the majority of these comments by either inclusion of further content or rewording of sections for the purpose of clarification/highlighting existing content.
31. A limited number of comments did not lead to any change, due to either unreasonably high cost implications or the lack of direction provided in the commentary.
32. All feedback was acknowledged, with an email sent to all participants.
33. Following the endorsement of the IWMP, the content of this plan will be graphically designed into a more community friendly format.

Financial Implications

34. There are no direct financial implications as a result of endorsing this plan, as annual Budget bids and external grant applications will be prepared for the resources required to deliver actions in subsequent years of the plan. These would be considered by Council as part of the annual budget process each year.
35. It is envisaged that delivery of the final IWMP actions will commence in early 2021. The Drainage and Stormwater Team have developed the plan in a way that allows delivery of the actions for year one of the plan, with resources allocated in the proposed 2020/21 Budget, noting that where possible the objectives of the IWMP are being implemented now.

Economic Implications

36. The draft IWMP provides objectives, targets and actions that will see Yarra better manage its water resources and reduce dependency on potable water, therefore providing a range of economic benefits including:
- (a) reduction in the cost of potable water for irrigation which makes for roughly 60% of the Council's potable water consumption;
 - (b) improved amenity, character, recreational and cultural opportunities, interactions with nature that may encourage more people into an area to live, work and visit; and
 - (c) assisting to reduce the impacts of the urban heat island effect.

Sustainability Implications

37. The draft IWMP will provide a roadmap to ensure that;
- (a) our valuable water resources are well managed and potable water is responsibly consumed;
 - (b) stormwater runoff from the municipality is contributing to healthy water ways; and
 - (c) the resilience of our open spaces is enhanced to face the changing climate.

Climate Emergency Implications

38. The draft IWMP will play a crucial role in ensuring that Council is equipped to face the impact of climate change and combat its effects.

Social Implications

39. By delivering projects that aim to improve the resilience of Yarra's open spaces to climate change, we'll ensure that we will have a vibrant and healthy space for our community to enjoy when it's most needed.
40. The draft IWMP will seek to collaborate with water authorities to deliver community engagement programs that aim to increase the community's awareness of the alternative water sources and the connectivity to our open spaces.
41. The draft IWMP provides a platform off objectives, targets, and actions that if followed will assist multiple units across Council to integrate the principals of integrated water management into the planning processes and day to day operations.
42. The proposed actions in the IWMP will present an opportunity to engage and support the community to better understand the ways they can contribute to a reduction in the use of potable water and generally support the objectives of the IWMP.

Human Rights Implications

43. There are no human rights implications associated with development of the draft IWMP

Communications with CALD Communities Implications

44. During the public consultation of the draft IWMP, a National Relay Services was being referred to on the website enabling culturally and linguistically diverse members of the Yarra community to have an equal opportunity to voice their priorities and needs.

Council Plan, Strategy and Policy Implications

45. The Yarra Council Plan 2017-2021 includes a Strategy to 'Promote responsible water usage and practices.'
46. Council's 2020/21 Annual Plan identifies developing an IWMP as a key action for the strategic objective: A sustainable Yarra.

The 2020/21 Council Action Plan includes;

3.03 Integrated Water Management Plan

47. The draft IWMP was developed to acknowledge and compliment the suite of existing companion Council strategies/plans such as the Urban Forestry Strategy, Flood Emergency Plan, and the Nature Strategy and strategies under development such as Open Space Strategy, and the Climate Change Adaptation Strategy.

Legal Implications

48. There is no legal obligation for Council to develop or implement the IWMP. However, the implementation of certain actions may relate to specific legislation or regulations, and will need to be addressed on a case by case basis

Other Issues

49. There are no other issues presented.

Conclusion

50. The draft IWMP has been developed to be the next step in Yarra's ongoing commitment to protecting our natural environment and supporting our community to reduce its environmental footprint.
51. Water is one of our most valuable assets and a paradigm shift is required to see all water as a resource rather than a liability.
52. Action is required on three fronts to ensure real holistic and integrated water management which have been identified as the objectives of the draft IWMP;
- (a) efficient and fit for purpose use of all water sources;
 - (b) a resilient and effective drainage network that flows into healthy and valued waterways; and
 - (c) an informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape.
53. The effective delivery of the IWMP requires a high level of collaboration and partnerships with both internal and external stakeholders.
54. This plan has been developed through extensive consultation and expert advice and accurately reflects the priorities, needs, and aspiration of our community.
55. Although Yarra is already implementing a number of excellent integrated water management initiatives, the IWMP creates a more streamlined framework. This will ensure that our resources are well allocated to achieve the best possible outcome.

RECOMMENDATION

1. That Council:
- (a) notes the significant consultation involved in the development of the Integrated Water Management Plan, the valuable contribution of community members and stakeholders through this process, and that this has informed the development of the final draft of the Integrated Water Management Plan 2020-2030 being presented for consideration; and
 - (b) endorses the draft Integrated Water Management Plan 2020-2030 for adoption and implementation.

CONTACT OFFICER: Fadi Fakhoury
TITLE: Principal Infrastructure Engineer
TEL: 03 9205 5523

Attachments

- 1** [↓](#) Yarra's IWMP 2020-2030
- 2** [↓](#) IWMP - Cost Projections details - Years 1 - 5
- 3** [↓](#) IWMP - Your Say Yarra

Attachment 1 - Yarra's IWMP 2020-2030



Attachment 1 - Yarra's IWMP 2020-2030

CONTENTS

1. Introduction	1
1.1. Integrated Water Management and the City of Yarra	1
1.2. Developing the plan	1
1.3. Strategic context	2
1.4. Stakeholders	4
2. The City of Yarra	5
2.1. City of Yarra water use	6
2.2. Climate change	8
The urban heat island	9
2.3. Flooding	10
3. Achievements to date	11
4. Vision, objectives and outcomes	12
5. Targets	14
Objective 1: Efficient and fit for purpose use of all water supplies	14
Objective 2: A resilient and effective drainage network that flows into healthy and valued waterways	14
Objective 3: An informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape	15
6. Action plan	15
Objective 1: Efficient and fit for purpose use of all water supplies	16
Objective 2: A resilient and effective drainage network that flows into healthy and valued waterways	19
Objective 3: An informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape	21
7. Identified sites and action plan	23
7.1. Edinburgh Gardens	23
7.2. Yarra Bend Precinct	24
7.3. Fitzroy Gasworks Redevelopment	25
7.4. Burnley Golf Course and Kevin Bartlett Reserve	26
7.5. Citizens Park	27
7.6. East Clifton Hill Reserves	28
7.7. Areas requiring further investigation	29
8. Monitoring, Evaluation and Reporting	30
9. References	31
10. Appendix 1	32

Attachment 1 - Yarra's IWMP 2020-2030

Acknowledgement of Country

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

Yarra City Council also honours the land and water of the Birrarung now known as the Yarra. The First People of Melbourne, the Wurundjeri People have lived with and known the Birrarung and its tributary since the beginning.

Attachment 1 - Yarra's IWMP 2020-2030

1. INTRODUCTION

Water is the essence of all life. It is essential that water is used wisely and sustainably to keep our environment and community healthy. The impact of a changing climate have already been experienced across the globe and in our local community with more frequent and extreme weather events including heat waves, intense rainfall and drought. Sustainable management of our water resources will play an integral role in meeting current and future challenges associated with population growth, provide quality open spaces to alleviate the urban heat island effect and to ensure community and environmental resilience.

1.1. Integrated Water Management and the City of Yarra

Integrated Water Management (IWM) is a holistic and collaborative approach to water management that considers the interactions of all elements of the water cycle including potable water, rainwater, stormwater, recycled water and groundwater to ensure they are used to support and enhance social, ecological and economic outcomes.

This plan sets out a vision, targets and objectives and identifies opportunities for integrated water management for implementation. In doing so, the actions will guide Council operations pertaining to water use, drainage, stormwater management, Climate Emergency Plan, alternative water sources, open space management, waterway health and supporting the community's connection to nature.

The plan also recognises Council's role in advocacy, collaboration with external stakeholders including Traditional Owners and influencing community behaviour.

1.2. Developing the plan

This IWM plan is a successor to the Yarra Water Action Plan (2006) that contained a commitment to leadership in sustainable water management. The Yarra Water Action Plan informed the development of the IWM plan, contributing to the development of its objectives, actions and targets.

Building on the action plan, this IWM plan was developed in consultation with the City of Yarra's community, internal departments, government agencies, water authorities and neighbouring Councils that are involved in water management. Their input has been critical to the development of the vision, objectives, targets and actions for the next four years with the emphasis of revision in the fifth year to achieve our overall 10 years plan.

Challenges and opportunities were identified through that consultation process. These were refined and grouped under desired outcomes and objectives with corresponding targets. The action plan has developed momentum for this IWM Plan, with the City of Yarra delivering on many goals and targets within the action plan, including on water use efficiency, applying water sensitive urban design (WSUD) principles, improving waterway health and strengthening community resilience to the impacts of a changing climate.

Attachment 1 - Yarra's IWMP 2020-2030

1.3. Strategic context

This plan has been developed in the context of significant action by the State Government's IWM initiatives. In 2016 Chapter 5 of Water for Victoria was entitled "Resilient and liveable cities and towns". It extended out traditional approach to water cycle management to include references to "Healthy and valued urban landscapes" and "Community values reflected in place-based planning".

This extension shifted the focus of IWM planning to issues such as urban cooling, connecting our communities to natural assets like waterways and incorporating what the community, including traditional owners, tell us they want to see across their landscapes.

Thus began a deeper conversation about the role of IWM that led to the formation of IWM Forums. Five forums were formed in Metropolitan Melbourne, corresponding to the city's five major catchments, the City of Yarra being within the Yarra Forum. The IWM Forums were collaborations between DELWP, Victorian Planning Authority, local governments, water authorities and catchment management authorities. Across 2018 and 2019 they produced Strategic Directions Statements that defined IWM visions, outcomes and objectives for their catchments. At a finer scale they also identified IWM opportunities for prioritisation and further investigation by the Forum working groups.

While the City of Yarra's IWM plan was produced independently of the Catchment scale plan Forums, it has referenced those key guiding outcomes and objectives.

In addition to State Government documents, there are a number of Local government strategies and plans that overlap with and support this plan. As such, a key aim of this IWM plan is to reference those complimentary plans to reinforce their importance and bring all IWM related policy under one banner. Figure 1 outlines the relationship of this plan to State and Local strategies and plans. Further detail is available in Appendix 1.

For the City of Yarra, contributing to the protection of the Yarra River and its riparian corridor is critical being as it is a State Government priority with numerous plans, policies and strategies relating to the protection of Melbourne's iconic river. The Wurundjeri First People have informed the development of the Yarra Strategic Plan in line with the Yarra River Protection (Wilip-gin-Birrarung murrn) Act 2017 requirement of guiding the future use and development in the wider Yarra catchment. While the objectives within each of these documents have not been reproduced here, the plan supports those objectives principally through the management and working collaboration of its own urban catchments and the stormwater generated from it.

Attachment 1 - Yarra's IWMP 2020-2030

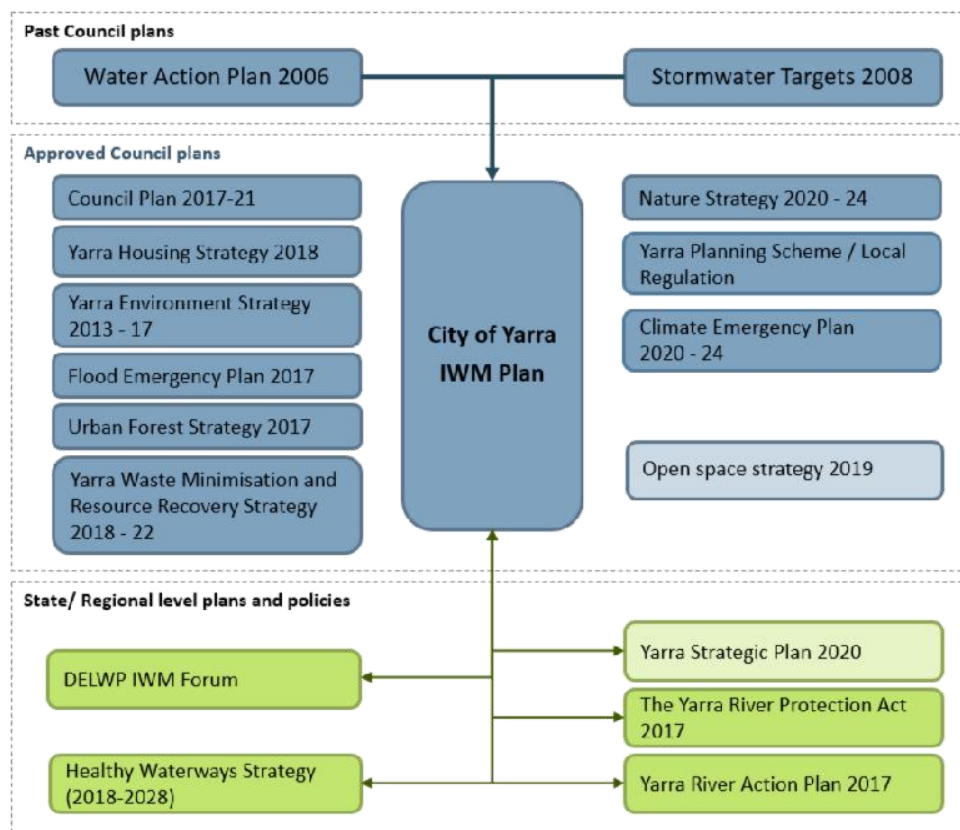


Figure 1. Strategic context for the City of Yarra IWM Plan

Attachment 1 - Yarra's IWMP 2020-2030

1.4. Stakeholders

The City of Yarra will work closely and collaboratively with the Victorian Government, water management agencies, Traditional Owner, and community groups to achieve this plan's objectives. Table 1 summarises who these stakeholders are, their responsibilities and potential collaboration actions.

Table 1. Stakeholders and responsibilities for collaboration in IWM

STAKEHOLDER	RESPONSIBILITY	POTENTIAL COLLABORATION ACTION
DELWP	State Water Policy Water for Victoria / IWM Forums Strategic Directions statement (Yarra Catchment)	Collaboration to develop the Catchment scale IWMP for Yarra Catchment
City West Water / Yarra Valley Water	Water, sewerage and trade waste retail services IWM Plans and projects	Identification and implementation of non-potable potable water sources Potential funding partner
Melbourne Water	Waterway manager Drainage and stormwater management (for larger catchments) Flood management	Healthy Waterways strategy implementation Flood management planning Potential funding partner Yarra Strategic Plan
Development Victoria	Urban renewal of public land Housing affordability and public open spaces	Fitzroy Gasworks redevelopment
EPA Victoria	State Environment Protection Policy (SEPP) Water for Victoria Administering and enforcing the Environment Protection Act	Stormwater management to contribute to policy outcomes
Parks Victoria	Public parks of regional significance	Yarra Bend Park & Public Golf Course alternative water use
Neighbouring councils and community groups	Stormwater management (into Yarra) Open space management New developments and inner-city land use planning	Knowledge sharing Collaborative, cross catchment projects
Wurundjeri Traditional Owners	Cultural and heritage knowledge and approvals Strategies and actions within the Yarra Strategic Plan	Advice on cultural values of water as it pertains to planning and management Merri Creek and Birrarung Rehabilitation Project
Friends of Merri Creek and Merri Creek Management Committee	Preservation and restoration of natural, cultural heritage, and the ecologically sensitive areas	Delivery of community engagement and education on waterway health plus support of Waterwatch community monitoring of waterway health. The Waterwatch program, funded by City of Yarra, includes education activities across the entire municipality, not just the Merri
Friends of Darebin Creek and Darebin Creek Management Committee	Preservation, restoration and protection of ecologically sensitive area for future generation	Knowledge sharing, Alphington Park
Abbotsford Riverbankers	Preserving and restoring Yarra River's health	Knowledge sharing, collaboration on restoration projects

Attachment 1 - Yarra's IWMP 2020-2030**2. THE CITY OF YARRA**

The City of Yarra is an inner-city council approximately 5km from Melbourne central business district (CBD) with an area of 19.5 square kilometres and a population of approximately 98,521 people. It is the second smallest and the second most densely populated local government area in Victoria (ABS 2018). The municipality is culturally diverse with almost 30% of residents born overseas.

The City of Yarra is highly urbanised with residential and commercial land uses across the municipality, with heritage-listed buildings reflecting a rich and diverse commercial and industrial history. It is estimated that approximately 60% of the City of Yarra's land area is impervious, mainly from being covered in buildings, roads and footpaths. Impermeable hard surfaces increase stormwater run-off carrying pollutants into waterways and also exacerbate the urban heat island effect.

Figure 2 shows us that the City of Yarra is bounded by three iconic Victorian waterways: Merri Creek, Darebin Creek and the Yarra River. These reaches are flanked by open space, with 235 hectares of parks across the municipality (Yarra Council Plan 2017) including heritage-listed reserves and bushlands with significant biodiversity value. These waterways represent iconic connections to Melbourne's cultural history, character, amenity and natural environment.

Attachment 1 - Yarra's IWMP 2020-2030

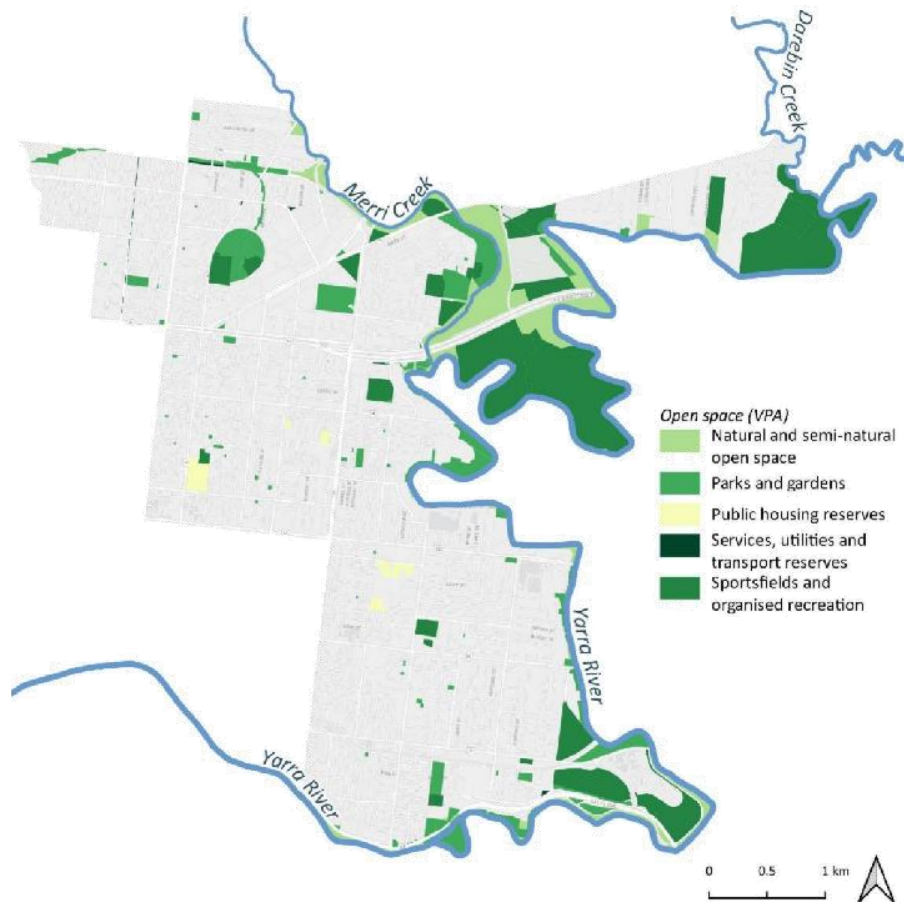


Figure 2. Waterways and open space in the City of Yarra

The Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017, considers the public parklands and open spaces along the Yarra River corridor as part of 'one living, integrated natural entity for protection and improvement' under the heading of the *Greater Yarra Urban Parklands*. These open spaces also provide people of all ages and abilities with recreational and sporting opportunities.

2.1. City of Yarra water use

In 2000, Council's annual potable water consumption was approximately 334 ML. Over the subsequent decade, the millennium drought and subsequent water restrictions saw a dramatic decrease in consumption by almost 50% to 170 ML in 2010. As the drought broke and water restrictions were relaxed, consumption has risen to 242 ML in 2019.

Attachment 1 - Yarra's IWMP 2020-2030

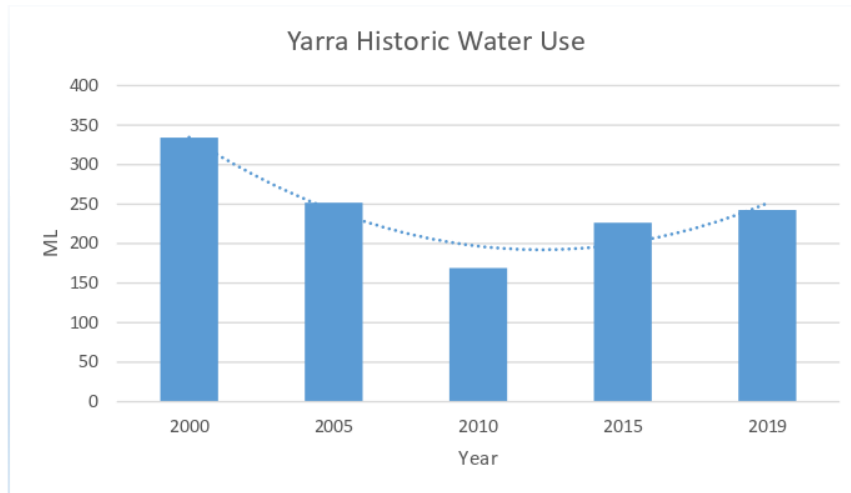


Figure 3. Yarra Water Usage Volume in ML (1 million litres) from 2000 to 2019

The majority of that potable water consumption is associated with the irrigation of open space including sports and recreation facilities and also for leisure services, specifically three aquatic centres within the municipality. This usage is consistent with the City of Yarra's aim of delivering a high level of service to public facilities and open space, and this is seen as critical to the character of the municipality.

Combined, these two categories account for 87% of Council's annual potable water consumption.

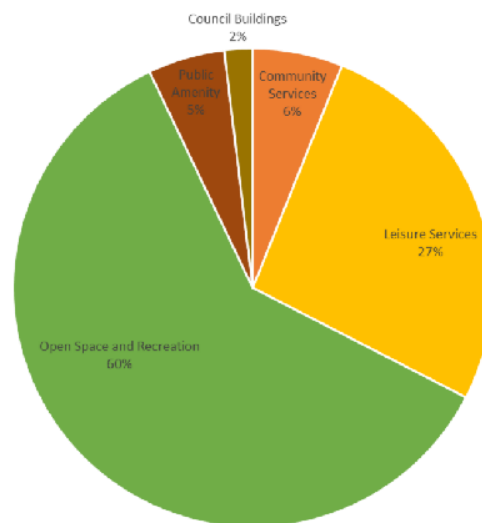


Figure 4. Average water usage percentage breakdown for council services

The current population of over 98,000 is expected to grow significantly and rapidly in the coming years, with much of this growth adding to the 46% of Yarra's residents that are currently living in flats and apartments (Yarra Housing Strategy 2018). While high-density housing generally requires less water than larger blocks with gardens, it creates other

Attachment 1 - Yarra's IWMP 2020-2030

challenges; including finding space for the use of alternative water sources (like rainwater) and the implementation of WSUD. This transition of the urban landscape to multi-unit apartment living, will also place pressure on shared public facilities and open spaces as people would prefer public rather than private spaces.

The City of Yarra also experiences high rates of visitation that increases demand on facilities and water use, particularly during the day. Out of over 81,000 people who work in the City of Yarra, 86% live outside the municipality (ABS 2016). While water saving actions have reduced per capita water consumption in public facilities, increased visitation rates have resulted in an overall increase in water consumption over time. Efficient use of water in pools and parks will be essential as the City seeks to continue delivering high levels of service to an increasing resident and visiting population.

While much of this water is drawn from the potable network, Council have made progress in increasing the volume of non-potable water used through the installation of rainwater tanks and stormwater harvesting schemes. It is estimated that Council has a combined rainwater storage capacity of around 800kL on its buildings that delivers about 6ML per year in rainwater for flushing toilets, irrigation and other non-potable uses.

The city's flagship stormwater harvesting scheme is in Edinburgh Gardens, one of Melbourne's most popular parks, where a terraced raingarden captures about 4ML of stormwater per year for irrigation within the park. Further expansions to this scheme will see the total volume of harvested water increase to 24 ML to meet most of the irrigation water demand for Edinburgh Gardens (Section 7.1).

Through these projects, plans and policies, Council will continue to work with the community, land developers, water retailers and other stakeholders to build water literacy and emphasise the importance of water efficiency, the use of non-potable water sources and the improvement of stormwater quality through WSUD and stormwater harvesting. Council is continuously planting drought tolerant trees and indigenous species that requires less water and lower maintenance requirement to achieve water saving in the long term with increased focus on species that provides good canopy cover for shade in the warmer months. A combination of all of these initiatives will drive the Council toward achieving the goals and targets set out in this plan.

2.2. Climate change

Long-term climate projections for the Yarra catchment (DELWP, 2016) predict hotter and drier conditions leading to higher temperatures and evaporation rates as well as reductions in rainfall and water runoff (Table 2). While annual runoff is forecast to decrease, the frequency and intensity of rainfall will increase leading to flooding and waterway health impacts. Understanding and responding to the impacts of climate change both on the natural and built environment is a key driver of this plan. *Table 2* shows the projected reduction in rainfall and runoff over time that reflects the drying condition of the catchment. The increase in temperature will also be amplified given the City of Yarra's landscape. This calls for actions that contribute to a rehydrating of the environment particularly using urban stormwater to provide passive irrigation, increase in permeability and tree canopy cover for cooling.

Table 2. Estimated changes under moderate condition relative to current climate baseline in the Yarra River Basin (DELWP, 2016)

	2040	2065
Temperature change (°C)	+1.3	+ 2.3
Potential evapotranspiration (%)	+ 4.6%	+ 7.6%

Attachment 1 - Yarra's IWMP 2020-2030

Rainfall (%)	-2.7%	- 4.3%
Runoff (%)	-11%	-16.4%

The urban heat island

The impacts of climate change are already being experienced with January 2019 being the hottest summer season on record in Victoria (Yarra Climate Emergency Plan 2020). In urbanised areas like the City of Yarra, this is even more acute as hard surfaces absorb and re-radiate heat. Figure 5 below has been reproduced from the City's Urban Forest Strategy (2017) to highlight areas of increased urban heat. It can be observed that streetscapes in particular are the source of urban heat, where temperatures of between 27 and 50°C greater than ambient temperatures can be experienced on a hot summer day (Berdahl, 1997).

This 'urban heat island' effect is linked to increase in health issues including mortality, particularly among vulnerable members of the community. A priority of this plan will be to ensure that water sources are available to sustain council's trees including passive irrigation of stormwater runoff where possible, parks and open spaces into the future, as these assets are a critical defence against the urban heat island effect.

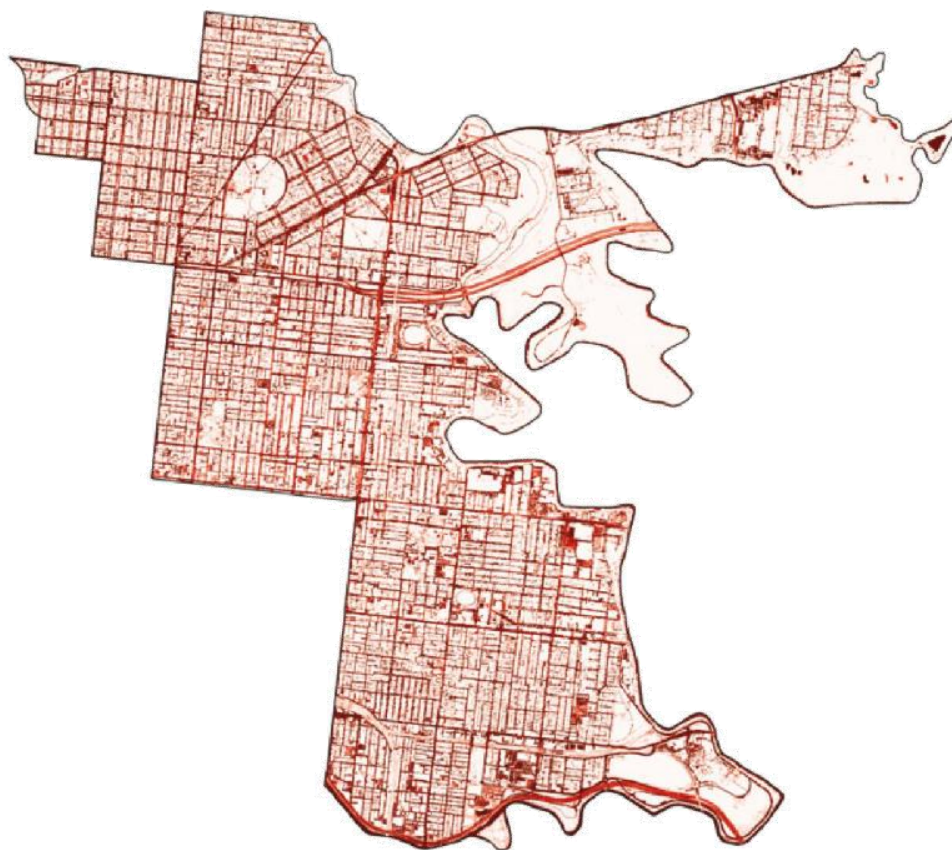


Figure 5. Thermal hotspots for the City of Yarra (Urban Forest Strategy, 2017).

Attachment 1 - Yarra's IWMP 2020-2030**2.3. Flooding**

The City of Yarra is susceptible to two types of flooding: riverine and flash flooding. Riverine flooding occurs when heavy, prolonged rainfall in the Yarra catchment raises water levels in the Yarra River, impacting people and property within that floodplain. Due to its low-lying topography and proximity to receiving waterways, some areas within the municipality are prone to riverine flooding, including areas within Alphington, Burnley and Cremorne.

Flash flooding is associated with shorter-duration, high-intensity rainfall events that can overwhelm drainage systems triggering localised flooding both along overland flow paths and low-lying areas. While flash flooding is generally not widespread or long lasting, it can damage property, cause inconvenience and impact personal safety.

The City of Yarra have prepared a Flood Management Plan (February 2020) in collaboration with Melbourne Water and Emergency Response Plans with the State Emergency Services (SES). Flood modelling for the entire municipality is currently being undertaken to understand flood impacts under climate change sensitivity scenarios.

Based on the outcomes of the flood modelling study, flood overlay in the form of Special building overlays will be developed and used to update the City of Yarra Planning Scheme and Land Subject to Inundation Overlay (LSIO) – where needed.

Attachment 1 - Yarra's IWMP 2020-2030

3. ACHIEVEMENTS TO DATE

The City of Yarra has been implementing and investigating projects that contribute to the objectives of this IWM plan with some notable milestones listed in **Table 3** below:

Table 3. City of Yarra's IWM achievements and milestones

PROGRAM	DESCRIPTION
Infrastructure	<ul style="list-style-type: none"> • 57 raingarden assets • 33 bio-retention tree pits (for irrigation and stormwater treatment) • 92 litter traps in place • 5 gross pollution traps across the city • 700 square metres bio-retention system at Edinburgh Gardens
Water and pollutants	<ul style="list-style-type: none"> • 27 per cent reduction in total potable water consumption since 2000 • 4 ML/yr. of stormwater harvested from the Edinburgh Gardens Raingardens system • 4 per cent (10ML per year) increase in alternative water use • Stormwater Target 2020 (set in 2008), achieved including: <ul style="list-style-type: none"> ◦ 20 per cent (Total Suspended Solids kg/yr.), ◦ 10 per cent (Total Phosphorus kg/yr.) and; ◦ 10 per cent (total Nitrogen kg/yr.) as per.
Stakeholder engagement	<ul style="list-style-type: none"> • Yarra IWM Working Forum (DELWP) • City West Water funding for Edinburgh Gardens extension
Guidelines and Standard	<ul style="list-style-type: none"> • Yarra City Council WSUD design and policy 2016
Efficiency programs	<ul style="list-style-type: none"> • 9 councils building sites using more than 10ML per year completed a 'WaterMAP' developed actions to save water (CWW - 2010)
Investigations	<ul style="list-style-type: none"> • Open spaces irrigation with alternative water (with City West Water, 2012) • Concept designs for four sites for alternative water irrigation • Trialling rubber permeable surfaces for capture, treat, store and reuse of stormwater • Continue planting trees and installing WSUD infrastructure into drainage capital works programs • Enhance the city urban forest program to increase biodiversity and climate change adaptation • Improving soil condition to retain moisture longer hence reduce water usage • Utilising pool backwash water for irrigation of nearby parks and gardens

While some of the above milestones have been achieved, further work is needed and these additional actions have been carried over into this IWM plan, building on the City's work to date.

Attachment 1 - Yarra's IWMP 2020-2030

4. VISION, OBJECTIVES AND OUTCOMES

VISION: *A water wise city in a healthy urban environment.*

This vision reflects a recognition that all water is a resource that can be used in a fit for purpose way to support community and environmental health. Achieving this vision will require collaboration across Council, the community and external stakeholders to sustainably use this limited, valuable resource.

OBJECTIVES:

- 1. *Efficient and fit for purpose use of all water sources***
- 2. *A resilient and effective drainage network that flows into healthy and valued waterways***
- 3. *An informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape.***

These objectives provide the strategic framework for the actions and targets developed as part of this plan to guide Council's IWM journey.

Under each objective, there are a number of outcomes that are measurable changes in condition, helping us to define the ongoing success of this plan. The program logic structure provided in Figure 6 below shows how actions and targets are linked to outcomes, objectives and our overall vision.

Attachment 1 - Yarra's IWMP 2020-2030

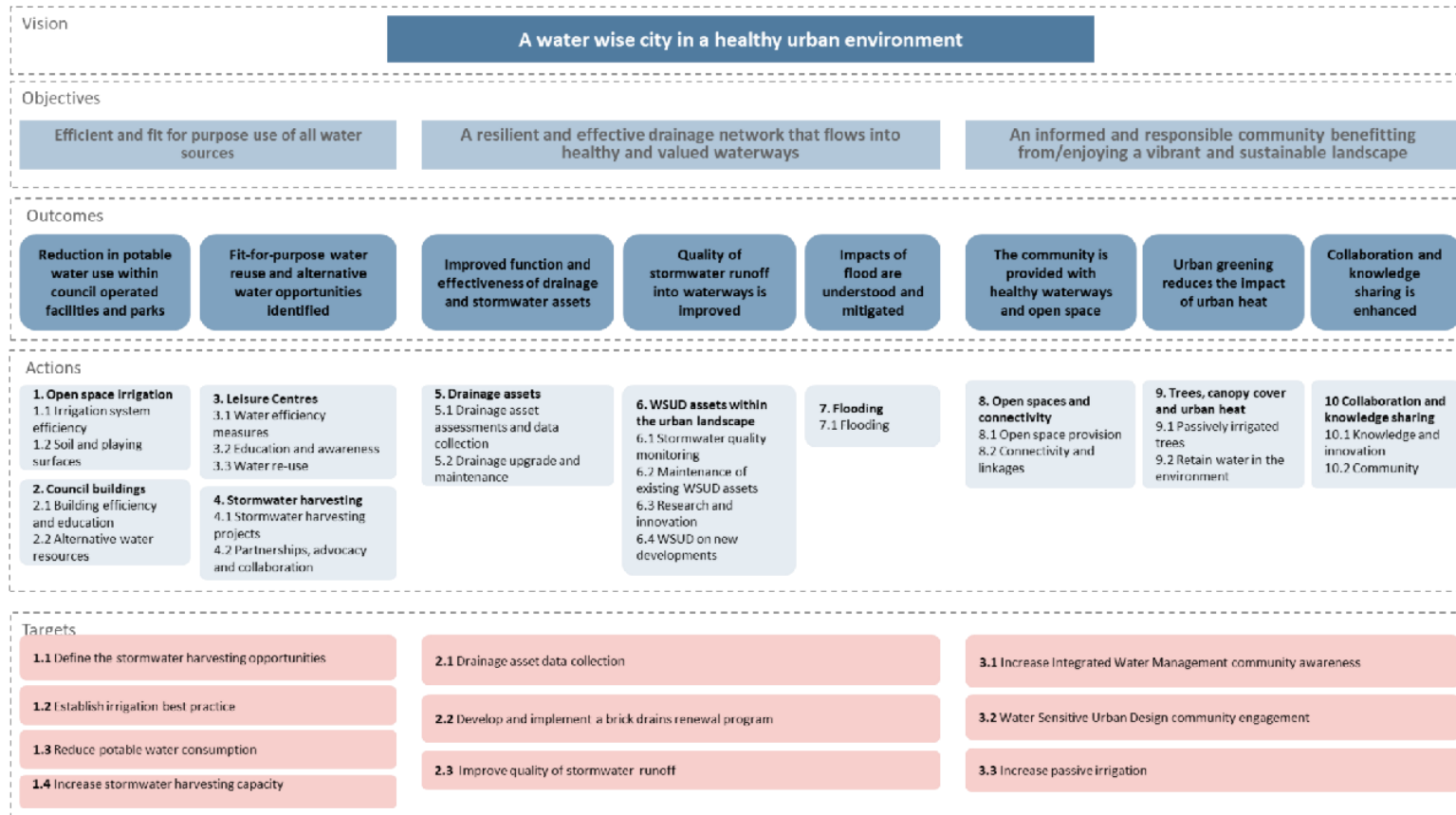


Figure 6. City of Yarra IWM program logic

Attachment 1 - Yarra's IWMP 2020-2030

5. TARGETS

Objective 1: Efficient and fit for purpose use of all water supplies

Target	Description	Timing	Success Indicators
1.1 Define the Stormwater Harvesting Opportunities	Investigate the feasibility of stormwater harvesting opportunities across the municipality and develop concept designs	2022	<ul style="list-style-type: none"> Complete a municipality wide feasibility study Develop 3 concept designs
1.2 Establish Irrigation Best Practice	Complete investigation of irrigation practices and vegetation in all open spaces	2023	<ul style="list-style-type: none"> Completion of investigation
1.3 Reduce Potable Water Consumption	Through the actions outlined within the plan, reduce the potable water consumption within council. The reduction will be measured against the current demand.	2024	<ul style="list-style-type: none"> 15% reduction in Council's potable water consumption
1.4 Increase Stormwater Harvesting Capacity	Design and deliver stormwater harvesting schemes in strategic locations across the municipality.	2025	<ul style="list-style-type: none"> Design and construct 3 stormwater harvesting schemes

Objective 2: A resilient and effective drainage network that flows into healthy and valued waterways

Target	Description	Timing	Success Indicators
2.1 Drainage Asset Data Collection	Survey and obtain critical information of drainage network	2024	<ul style="list-style-type: none"> Reduce gap in drainage data base to from 80% to 20%
2.2 Develop and implement a brick drains renewal program	Inspection, structural assessment and placement on renewal or monitoring program for 50% of brick drain assets	2024	<ul style="list-style-type: none"> Undertake maintenance or structural assessment of 50% of the Yarra's brick drains network.
2.3 Improve Quality of Stormwater Runoff	Through the actions outlined within the plan, continue to reduce the stormwater nutrient loads.	2025	<ul style="list-style-type: none"> Achieve an additional 10% reduction in stormwater nutrient loads compared to the 2008 baseline.

Attachment 1 - Yarra's IWMP 2020-2030

Objective 3: An informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape

Target	Description	Timing	Success Indicators
3.1 Increase Integrated Water Management Community Awareness	Engage the community through awareness programs, detailing water conservations, council intentions and actions.	2022	<ul style="list-style-type: none"> Run 4 stories, posts, or articles related to the communities role in IWM through the following media; Yarra website, community newsletters, or interactive social media.
3.2 Water Sensitive Urban Design Community Engagement	Provide the community with insights into the inner workings of the various WSUD elements across Yarra.	2023	<ul style="list-style-type: none"> Install infographic signs for 50% of Yarra's WSUD
3.3 Increase Passive Irrigation	Investigate, develop and implement cost effective passive irrigation techniques and practices.	2030	<ul style="list-style-type: none"> 5% of the annually planted in 2030 new trees to be passively irrigated

6. ACTION PLAN

This plan provides Council with an Integrated Water Management direction for the next 10 years. Actions and targets have been identified for the first four years of the Plan's lifecycle with a review planned in the fifth year to identify actions and targets for the remainder of the plan's life that are reflective of the achievements and findings of the first four years. The delivery of the Plan will be actualised through;



Figure 7: Ways to deliver Integrated Water Management for Yarra

Attachment 1 - Yarra's IWMP 2020-2030

Objective 1: Efficient and fit for purpose use of all water supplies

No	Action	Description	Timing	Priority	Responsibility	Related target(s)
Outcome: Reduction in potable water use within council operated facilities and parks						
1. Open space irrigation						
1.1	Irrigation system efficiency	<ul style="list-style-type: none"> Identify and prioritise irrigation systems requiring upgrade based on age, condition and projected water saving Through smart systems, adopt watering regimes that respond to environmental conditions (e.g. during low evapotranspiration and not before rain) Establish leak detection and repair process Undertake scheduled maintenance of irrigation systems Engage external irrigation consultant to define works priority and ultimate irrigation processes 	Ongoing	High	Open Space Maintenance & Open Space Planning & Design	1.2 1.4
1.2	Soil and playing surfaces	<ul style="list-style-type: none"> Implement measures that aim to increase soil moisture retention and improve soil condition Implement based upon the highest priority spaces 	Ongoing	High	Open Space Maintenance & Open Space Planning & Design	1.2 1.3
2. Council buildings						
2.1	Building efficiency and education	<ul style="list-style-type: none"> To establish a minimum Water Efficiency Labelling and Standards (WELS) rating on future building projects. Retrofit council buildings with water efficient water appliances during building refurbishment and upgrades based on WELS ratings. All new council buildings to meet industry best practice in water and energy consumption equivalent to 5 Star NABERS ratings Educate staff on water use within buildings through information bulletins, posters and displays to inform user group Investigation feasibility of green roofs and walls on Council buildings for urban greening and heat reduction 	Ongoing	High	Building and Asset Management, Drainage & stormwater, Sustainability	1.3

Attachment 1 - Yarra's IWMP 2020-2030

2.2	Alternative water resources	<ul style="list-style-type: none"> Investigate rainwater harvesting opportunities in existing Council buildings. Install where possible for non-potable purposes including toilet and irrigation Continue to adopt Council's Environmentally Sustainable Development (ESD) policy such that all new Council buildings include rainwater harvesting for non-potable purposes such as g toilet and irrigation Maintain information register on rainwater storage capacity within Council buildings 	Ongoing	Medium	Building and Asset Management, Drainage & stormwater, Civil Engineering	1.3
3. Leisure centres						
3.1	Water efficiency measures	<ul style="list-style-type: none"> Audit existing sand filters and replace where suitable to reduce water consumption Installation of smart water meters to improve water use data, understanding of end uses to identify efficiency measures 	2024	High	Leisure, Building & Asset Management	1.3 3.1
3.2	Education and awareness	<ul style="list-style-type: none"> Compare water use to the benchmarking program for pools around Victoria being undertaken by the Centre for Economics Continue education / collaboration on water use and behaviour change in conjunction with CWW Educate staff through information, workshops and regular updates on water consumption data Inform visitors of water use through posters and displays at centres 	Ongoing	Medium	Leisure, Building and Asset Management, Sustainability	1.3 3.1
3.3	Water re-use	<ul style="list-style-type: none"> Investigate the reuse possibility of pool backwash water at all swimming pools within Yarra's leisure centres 	2021	High	Leisure, Building and Asset Management	1.3

Attachment 1 - Yarra's IWMP 2020-2030

Outcome: Fit-for-purpose water reuse and alternative water opportunities identified									
4. Stormwater harvesting									
4.1	Stormwater harvesting projects	<ul style="list-style-type: none"> Investigate the feasibility of stormwater harvesting opportunities across the municipality Develop concept designs for the three highest priority locations Implement one stormwater harvesting project per year upon the completion of that investigation Upgrade storage at the stormwater harvesting facility at Edinburgh Gardens Employ an IWM Officer to manage the stormwater harvesting program as well as the management of Stormwater and Drainage actions of this plan Initiate discussion relating to reusing stormwater from the Alphington Wetlands for irrigation of Alphington Parks and surrounds. Investigate the potential of stormwater harvesting for community gardens irrigation 	2024	High	Drainage & Stormwater, Urban Agriculture	1.1 1.2 1.3 1.4			
		<ul style="list-style-type: none"> Collaborate with external stakeholders, including water authorities, to investigate funding opportunities for stormwater harvesting Continuously investigate opportunities to embed Integrated Water Management principles and goals across all Council operations Advocate to Development Victoria for alternative water opportunities for irrigation of open spaces within the Fitzroy Gas Works Redevelopment site Advocate to Parks Victoria to investigate the feasibility of stormwater harvesting in Yarra Bend Park Work with Melbourne Water to identify collaboration opportunities to improve the condition of City of Yarra waterways identified in the Healthy Waterways Strategy Seek opportunities for funding from Melbourne Water for the delivery of the IWMP actions Advocate for Yarra's interests in the Melbourne Urban Stormwater Institution Arrangements (MUSIA) Review Develop guidelines for stormwater, drainage and groundwater management 	Ongoing	High	Drainage & Stormwater, Open Space Maintenance, Open Space Planning & Design, Urban Design, Civil Engineering	1.1 1.3 1.4 2.3 3.1 3.2			
4.2	Partnerships, advocacy and collaboration								

Attachment 1 - Yarra's IWMP 2020-2030

Objective 2: A resilient and effective drainage network that flows into healthy and valued waterways

No	Action	Description	Timing	Priority	Responsibility	Related target(s)
Outcome: Improved function and effectiveness of drainage and stormwater assets						
5. Drainage assets						
5.1	Drainage asset assessment and data collection	<ul style="list-style-type: none"> Survey, inspect and assess drainage infrastructure Present the gathered information in suitable GIS layers 	Ongoing	High	Drainage & Stormwater	2.1 2.2
5.2	Drainage upgrade and maintenance	<ul style="list-style-type: none"> Develop a Drainage Asset Management Plan (DAMP), incorporating data gathered under Step 5.1 Commence a brick drains inspection and renewal program Utilise flood modelling data and condition assessment to prioritise drainage asset upgrades 	Ongoing	High	Assets, Drainage & Stormwater	2.2 2.3
Outcome: Quality of stormwater runoff into waterways is improved						
6. WSUD assets within the urban landscape						
6.1	Stormwater quality monitoring	<ul style="list-style-type: none"> Undertake an assessment of stormwater quality runoff to identify water quality improvement locations and requirements. Identify possible and strategic locations and install pollutant capturing devices 	2022	High	Drainage & Stormwater	2.3
6.2	Maintenance of existing WSUD assets	<ul style="list-style-type: none"> Develop and implement a WSUD maintenance process according to best practice 	2023	High	Open Space Maintenance, Drainage & Stormwater	2.3
6.3	Research and innovation	<ul style="list-style-type: none"> Update the 2016 WSUD policy document incorporating latest practices and technology Consider and incorporate new WSUD designs such as proposed by developers, research bodies, academic institutions into those guidelines as appropriate 	Ongoing	High	Drainage & Stormwater, Civil Engineering	2.3
6.4	WSUD in new developments	<ul style="list-style-type: none"> Work collaboratively with developers on WSUD for new developments and Precinct Structure Plans to ensure new impervious surfaces are not directly connected to waterways Comply with Yarra Planning Scheme clause 12.03 & 22.16 to ensure development does not increase the rate or quantity of stormwater, sediment or other pollutant entering the river 	Ongoing	High	Open Space Planning & Design, Drainage & Stormwater, Urban Design, Civil Engineering	2.3

Attachment 1 - Yarra's IWMP 2020-2030

	<ul style="list-style-type: none"> Investigate stricter measures to increase the volume of stormwater captured, treated and reused by large commercial and multi dwelling developments. Promote alternative resources in the construction and operation consumption of new building spaces as per planning clause 15.02 		
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Outcome: Impacts of flood are understood and mitigated

7. Flooding

7.1 Flooding	<ul style="list-style-type: none"> Undertake municipality wide flood modelling and utilise the findings to develop a list of priority projects Partner with Melbourne Water to update the Special Building Overlay (SBO) in accordance with results of updated flood modelling Monitor the Land Subject to Inundation Overlays (LSIO) and liaise with Melbourne Water to undertake any necessary amendments. Investigate the need for an online flood level warning system. Potentially collaborate with other Councils who have similar systems in place. Review of Flood Emergency Plan according to revised flood model as per flood management plan 2020 Collaborate with State Emergency Services in responding to flooding 	2024	High	Urban Design, Drainage & Stormwater, Communication & Engagement, Building and Asset Management, Emergency Management Team, Strategic Planning	2.1 2.2 2.3
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Attachment 1 - Yarra's IWMP 2020-2030

Objective 3: An informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape

No	Action	Description	Timing	Priority	Responsibility	Related target(s)
Outcome: The community is provided with healthy waterways and open space						
8. Open spaces and connectivity						
8.1	Open space provision	<ul style="list-style-type: none"> Continue to provide a high level of service for open spaces of high value and in close proximity to residents Create new local parks where possible in densely urbanised environments to achieve more green space particularly opportunities in Cremorne Identify irrigation opportunities for those spaces, particularly including rainwater from surrounding large roofs (if they exist) Increased permeability in the design of open spaces to support infiltration. Consider also the inclusion of infiltration trenches as part of design to create 'no runoff' open spaces 	Ongoing	High	Open Space Maintenance, Open Space Planning & Design, Urban Design, drainage & Stormwater	1.2 1.3 3.3
8.2	Connectivity and linkages	<ul style="list-style-type: none"> Create explicit community link to green open spaces by shading walking paths and well defined cycling tracks and paths to improve community access to open space Continual maintenance and condition improvement of existing paths and walkways along rivers and creeks 	Ongoing	High	Open Space Planning & Design, Urban Design	3.1 3.2
Outcome: Urban greening reduces the impact of urban heat						
9. Trees, canopy cover and urban heat						
9.1	Passively irrigated trees	<ul style="list-style-type: none"> Maintain existing and established trees that provide habitat and shade promoting biodiversity and cooling within city (Planning Clause 15.01) Investigate the inclusion of passive irrigation infrastructure for all newly planted Council trees (including investigating increased pervious surfaces around trees to capture more water) Use passive irrigation to support tree health and canopy density on city streets to increase cooling and encourage biodiversity Investigate the possibility of increasing the percentage of locally indigenous drought tolerant vegetation planting and the associated reduction in water required for establishment and maintenance 	Ongoing	High	Open Space Maintenance, Drainage & Stormwater, Urban planning	1.3 3.3

Attachment 1 - Yarra's IWMP 2020-2030

9.2	Retain water in the environment	<ul style="list-style-type: none"> Investigate opportunities for WSUD in urban streets – particularly as part of road surface and drainage renewals - for stormwater treatment and passive irrigation of street trees 	Ongoing	High	Open Space maintenance, Open Space Planning & Design, Drainage & Stormwater, Building and Asset Management	1.2
		<ul style="list-style-type: none"> Investigate opportunities for green roofs on new Council buildings to contribute to reduced runoff and urban cooling 				1.3
		<ul style="list-style-type: none"> Trial new cooling methods in identified hotspots including green ground cover, canopy cover and increased permeability 				3.3
		<ul style="list-style-type: none"> Work with the City of Melbourne to share urban heat island effect research outcomes 				

Outcome: Collaboration and knowledge sharing is enhanced

10. Collaboration and knowledge sharing

10.1	Knowledge and innovation	<ul style="list-style-type: none"> Collaborate with inner-city councils to share IWM knowledge and how their work has been incorporated into policy and future planning requirements. Focus on involvement in the IWM Forum for Yarra 	Ongoing	Medium – High	Urban Design, Drainage & Stormwater, Civil Engineering	1.3
		<ul style="list-style-type: none"> Work with DELWP by contributing data that will support target setting within the Yarra catchment as part of the IWM Forum process. 				1.4
		<ul style="list-style-type: none"> Improve interdepartmental communication at the project inception stage to incorporate IWM opportunities within building and infrastructure works 				2.3
		<ul style="list-style-type: none"> Continued collaboration with academic institutions on WSUD research and emerging technologies 				3.3
10.2	Community	<ul style="list-style-type: none"> Major project developments to meet City of Yarra's sustainability targets and planning requirements Clause 22.17 	Ongoing	Medium	Communications and Engagement, Sustainability, Drainage & Stormwater	3.1
		<ul style="list-style-type: none"> Collaborate with Melbourne Water to support the development and implementation of the Yarra Strategic Plan 				3.2
		<ul style="list-style-type: none"> Share IWM objectives, actions and targets through awareness programs, community working groups, forums and meetings 				
		<ul style="list-style-type: none"> Ongoing community consultation on specific IWM projects (e.g. Edinburgh Gardens), providing signage, fact sheets and case studies on sustainable water management on websites and onsite 				
		<ul style="list-style-type: none"> Review the action plan of the IWMP to update the targets and actions based on the investigation and research undertaken in the first 5 years of the plan's life. 				

Attachment 1 - Yarra's IWMP 2020-2030

7. IDENTIFIED SITES AND ACTION PLAN

The sites listed below have been studied and present opportunities to contribute to IWM outcomes.

7.1. Edinburgh Gardens

Edinburgh Gardens is one of Yarra's largest parks at 24 hectares. It is located in the heart of bustling North Fitzroy and dates back to the 1860s. The Gardens contain open lawn areas, shaded / sheltered sports facilities, garden beds and two active sports ovals. Within the gardens are a 700m² raingarden that treats stormwater runoff from Melbourne Water's Fitzroy Main Drain passing underneath the Gardens.

The City of Yarra has commenced the design process for rejuvenating the existing raingarden to capture and treat greater volumes of stormwater from the Fitzroy main drain. This augmentation work involves:

- Completion of detailed design
- Increasing the existing 200kL underground storage capacity by an additional 1ML to optimise stormwater capture and increase the system yield from 4ML/yr. to 24ML/yr.
- Rejuvenating the existing raingarden to provide adequate detention and to accommodate the additional inflows into the system.



Operating and maintaining the system as per maintenance checklist periodically to ensure raingarden is performing as per design specification (Action 6.2).

The implementation of this project is expected to reduce downstream flooding in the Fitzroy area and directly contribute to Council's water reduction target. City West Water provided funding for this project through their Stormwater Harvesting Fund.

Attachment 1 - Yarra's IWMP 2020-2030

7.2. Yarra Bend Precinct

The Yarra Bend Precinct comprises the 16.5 hectares re-development of the former Amcor Paper Mill site in Alphington into a residential community of approximately 2,500 households, three local parks, and a mix of commercial and retail spaces. Adjacent to the redevelopment is Alphington Park, which contains 5.2 hectares of parkland including active and passive recreation facilities. The 1.8-hectare Alphington Park wetland has been revegetated in recent years to improve performance, habitat and its ecological value within the Yarra River corridor. A walking trail provides access to the wetland and connectivity for local residents to the Yarra River.



Opportunities and Action Plan with the precinct

- Complete investigation into stormwater harvesting at each of the three local parks (Action 4.1).
- Apply for funding from Melbourne Water / Yarra Valley Water to undertake concept design and investigation into stormwater harvesting and reuse
- Undertake a catchment analysis for stormwater runoff into the constructed Alphington Park wetland, current storage capacity and irrigation demand within the park.
- Advocate/partner with Yarra Valley Water to understand potential for funding of a stormwater harvesting scheme for Alphington Park
- Partner with stakeholders including developers to ensure best practice stormwater treatment requirements are met at the site (Action 6.4)
- Improve access to the existing Alphington Park and Alphington Park wetland together with Yarra Bend to enhance public recreation and amenity within the precinct (Action 8.2)

Attachment 1 - Yarra's IWMP 2020-2030

7.3. Fitzroy Gasworks Redevelopment

The former four hectares Gasworks site, located in the heart of Fitzroy will be transformed into a mixed-use precinct comprising residences, a school and small businesses as well as open spaces. The development is being managed by Development Victoria (DV). Drainage on the site currently runs through the site towards Alexandra Parade and ultimately discharges into the Merri Creek where it converges into the Yarra River.

Opportunities and Action Plan with the precinct

The site has a very compact footprint which provides challenges in supplying non-potable, alternative water to the site. We are working closely with stakeholders to develop an IWM approach for this precinct that includes:



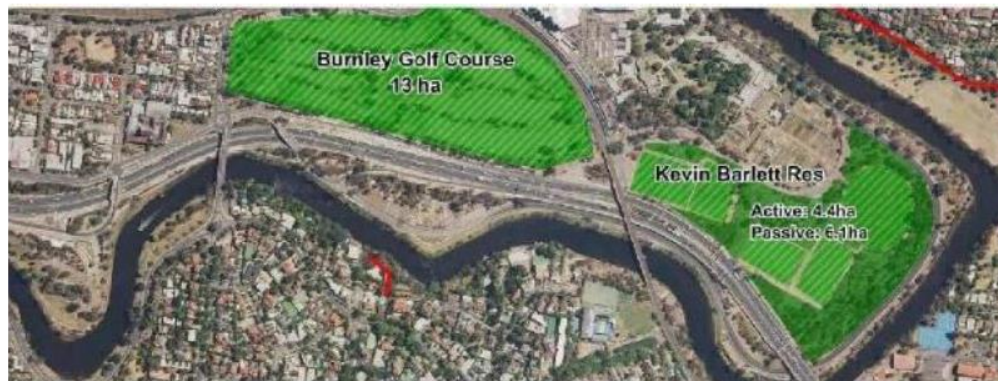
- Include a requirement for rainwater harvesting and reuse within buildings for non-potable reuse and to meet best practice runoff requirements (Action 2.2)
- Strategically design and upgrade the drainage network to achieve a net decrease in stormwater volume discharge to the Alexandra Parade Main Drain while containing the 1 in 10 ARI event
- Developer to maintain ground levels 300mm above flood level
- Ensure building and landscape treatments meet best practice and Council policy requirements of minimising runoff and maximising water reuse.
- Incorporate assets to reduce flood risk where possible and appropriate
- Educate community on the use of water in surrounding landscape by installing signage and information boards (Action 10.2)
- Advocate with Education Victoria to incorporate water reuse as part of school sustainability initiatives e.g. collecting rainwater for garden irrigation
- Collaborate with City West Water and Melbourne Water for support in investigating IWM solutions for the site.

Attachment 1 - Yarra's IWMP 2020-2030

7.4. Burnley Golf Course and Kevin Bartlett Reserve

Burnley Golf Course is a 13 hectare, nine-hole golf course and the Kevin Bartlett Reserve is a 10.5-hectare, high-profile sporting complex located in the suburb of Burnley. The Reserve has five sporting ovals, multi-purpose nets and pavilions that support a number of sports and activities and is also home to Richmond Senior Soccer Club.

The site is bounded by the Monash Freeway to the south and Swan St. is within proximity of their northern boundaries. Both sites are managed by Council and have a combined annual water consumption of 30ML/year.



Opportunities and Action Plan with the precinct

Council, in partnership with Melbourne University are investigating and trialling the use of permeable surfaces and biofiltration systems that incorporate reused rubber tyres for the re-development of the onsite carparks to treat surface runoff and provide stormwater for the irrigation of Burnley Golf Course.

The Action Plan for Burnley Golf Course and Kevin Bartlett Reserve will entail:

- Co-ordinate and develop a flood evacuation plan for Kevin Bartlett Reserve with SES (Action 7.1)
- Undertake a stormwater quality assessment and consider monitoring program
- Undertake a feasibility assessment for stormwater harvesting and reuse across both open spaces. If feasible, construct a stormwater harvesting system to and supply irrigation to the precinct. Incorporate flood mitigation opportunities where possible
- Collaborate with Melbourne Water to incorporate flood mitigation infrastructure as required
- Investigate opportunities for partnerships and funding to investigate a reduction in the nutrient pollution entering the Yarra (including the Living Rivers Program) (Action 4.2)
- Collaborate with Melbourne University Burnley Horticulture Campus to design pollution reduction assets and/or utilise excess stormwater for irrigation

Attachment 1 - Yarra's IWMP 2020-2030

7.5. Citizens Park

Citizens Park is a sports oval situated in the suburbs of Richmond. The site is situated in a densely urbanised, mixed-use area in close proximity to the Richmond Town Hall. As the only open space area in central Richmond providing recreational amenity, harvesting stormwater for reuse on this site would improve the appearance and profile of this site. This project could also consider the adjacent Richmond Bowling Club as a recipient of harvested stormwater for irrigation.

Running beneath Citizens Park is the Melbourne Water's Palmer St stormwater Main Drain, which captures stormwater runoff from a 71 hectare mixed-use catchment. This scheme considers the extraction of stormwater from this pipe. This project would also reduce the effect of downstream flooding by capturing and retaining water in the environment for irrigation and cooling.

The Action Plan for Citizens Park includes:

- Undertake a stormwater harvesting feasibility investigation incorporating improved stormwater runoff quality
- Investigate the use of pool backwash water from the adjacent Richmond Recreation Centre for irrigation of Citizens Park (Action 3.3)
- Engage with bowling club to understand interest in stormwater for irrigation
- Seek external funding if feasible



Attachment 1 - Yarra's IWMP 2020-2030

7.6. East Clifton Hill Reserves

This site is located adjacent to Merri Creek and near Quarries Park. There is an existing raingarden to the north-east of this area that currently treats stormwater runoff from a 3-hectare residential catchment mainly to the north of Walker St. This raingarden then drains into a minor wetland and then onto Merri Creek. There have been a number of investigations for stormwater treatment in this area, especially via a wetland at Merri Creek Labyrinth which lies to the south of the Walker Street Reserve within the broad floodplain of Merri Creek. A previous proposal to collect local stormwater here and pump it back up the escarpment to these three reserves was not considered value for money as the total volume of water required to make the proposal viable was well in excess of the demand from these tree reserves. Hence, attention has now turned to irrigation of each of the three reserves separately, or in some combination, from their 12-hectare local catchment located at the end of Ramsden St.



Possible opportunities and actions include:

- Investigate the potential of converting the end of Ramsden Street car park to a permeable surface with media filtration and storage to allow water capture and reuse (Action 9.2)
- Build a business case for Ramsden St local stormwater drain to irrigate Ramsden St and Quarries Park
- Advocate for funding partners for this project, which contributes to improving stormwater quality to Merri Creek (Action 4.2)
- If feasible build and operate stormwater harvesting system

Attachment 1 - Yarra's IWMP 2020-2030

7.7. Areas requiring further investigation

Within the municipality there are a number of high-profile sites that would benefit from an Integrated Water Management approach. This includes active sports oval and local passive park spaces. Some constraints and key action need to be addressed includes:

- Undertake investigation into all major stormwater drains to assess its water quality and suitability for stormwater harvesting (Action 4.1)
- Undertake analysis to determine the optimal stormwater treatment and harvesting scheme for the Campbell St local drain for the irrigation of Burnley Park
- Examine the feasibility of stormwater harvesting for Barkly Gardens and Allan Bain Reserve
- Partner with Melbourne Water to investigate feasibility of constructing a raingarden/bio-retention asset in Curtain Square (drawing water from the MW main drain running down Canning St in North Carlton)
- Investigate feasibility and possibility of a water self-sustaining park at the Gahan Reserve
- Coate Park: investigate the need and feasibility of an alternative water supply.
- Fairfield Park: Investigation into stormwater harvesting at car park. The 7.9 hectares site is a nature conservation containing one active oval of 1.3 hectares, playground and heritage trees.
- Yarra Bend Park & Yarra Bend Public Golf Course: Advocate with Parks Victoria, Melbourne City Council and Melbourne Water for current management practices and extraction licence from the old Amcor paper mill site being gifted to Melbourne City Council to supplement irrigation.
- Work closely with all other internal teams especially open spaces planning on IWM opportunities in Cremorne to increase greening and liveability (Action 8.1)

Attachment 1 - Yarra's IWMP 2020-2030

8. MONITORING, EVALUATION AND REPORTING

This IWMP will be monitored and updated every two years to tracks its progress and to make sure that the contents are still relevant. To do this effectively collaboration between inter-departments within the city and external stakeholders is needed to meet the objective and targets including reporting.

A new plan is to be developed after 10 years (2030) to replace this plan to be reflective of the change in operating environment.

Attachment 1 - Yarra's IWMP 2020-2030

9. REFERENCES

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City of Yarra Stormwater Targets 2008

Integrated Water Management Forums (2018), Yarra Strategic Directions Statement

Attachment 1 - Yarra's IWMP 2020-2030

10. APPENDIX 1

Plan	Description and relevance to the IWM plan
Council Plans	
City of Yarra Water Action Plan 2006	The Water Action plan provided a strategic direction for sustainable water management. The plan outlined actions for implementing water reduction initiatives and water quality improvements.
City of Yarra Stormwater Targets 2008	The Stormwater targets outlines an approach to setting and achieving targets for stormwater pollution reduction. The 2020 target is to reach 10% of Best Practice Environmental Management (BPEM) through water sensitive urban design (WSUD).
Council plan 2017 - 2021	The Council Plan represents the vision for the City of Yarra. It guides priorities and sets a direction for the next four years based on extensive community consultation. Key priorities identified by the community include open space, recreation and leisure, and vibrant activity centres. The Council Plan also contains objectives for sustainability and liveability.
Yarra Housing Strategy 2018	This strategy looks at how to best accommodate the housing growth with growing population in the next 15 years. Key message is to have a well-planned and managed development in a way that maintains the city's liveability and creates additional benefits.
Municipal Flood Emergency Plan – A Sub-Plan of the Municipal Emergency Management Plan 2020	The Municipal Flood Emergency Plan details arrangements for the planning, preparedness/ prevention, response and recovery from flood incidents within the City of Yarra. The plan: <ul style="list-style-type: none"> • Identifies the flood risk to the City of Yarra • Supports the implementation of mitigation measures • Details response and recover arrangements • Identifies linkages with local, regional and state emergency and wider planning arrangements.
Open space strategy 2019 (draft)	Yarra's Open Space Strategy provides the direction for the provision, planning, design and management of open space in the municipality to 2031. It considers the role of open space in liveability and sustainability and the pressures of a growing urban population.
Urban forest strategy 2017	Yarra's Urban Forest Strategy provides guidance for the future management of Yarra's park and street trees to support liveability and mitigate the impacts of urban heat. The strategy has a target to increase tree canopy cover from 17% to 21.25% by 2040.
Nature Strategy 2020-2024 (draft)	The Nature Strategy considers ecosystem services provided by nature and identifies actions to restore, protect and enhance the natural habitat within the City of Yarra including the role of stormwater management in ensuring the health of waterways, and considering the cultural importance of wetlands and waterways.
Yarra Environment Strategy 2013 - 2017	The Yarra Environment Strategy (YES) defines a vision and sets actions for the City of Yarra to improve Council's resilience and sustainability. The YES sets a framework for reducing the municipality's environmental impact, including targets for potable water consumption and actions to improve stormwater quality including WSUD.
Climate Emergency Plan 2020 – 2024	Yarra was one of the first councils in the world to declare a climate emergency. The plan sets out objectives to respond to the climate emergency and focused actions over the next four years. The plan aims to: <ul style="list-style-type: none"> • Achieve zero-net emissions across the entire community • Ensure the community is engaged, healthy and resilient • Create a city that adapts to a changing climate • Lead by example with a best-practice climate emergency response

Attachment 1 - Yarra's IWMP 2020-2030

Yarra Waste Minimisation and Resource Recovery Strategy 2018-2022	<p>The long-term ambition of the Waste Minimisation and Resource Recovery Strategy is to move the community towards zero waste to landfill. It will be delivered through a large suite of actions around five priority objectives:</p> <ol style="list-style-type: none"> 1. Valuing our resources 2. Delivering high quality, accessible services and programs 3. Encouraging community pride through clean public spaces 4. Ensuring Yarra has access to the programs, infrastructure and technology to meet its targets 5. Collaborate, partner and advocate for better outcomes
Yarra Planning Schemes (Local Regulation)	<p>The Yarra Planning Schemes, through development applications require stormwater to be carefully managed to balance the need for cooling of our highly urbanised landscape, retaining and reusing stormwater runoff in landscape where possible and disposal as the last option. There are existing flood overlays in the Yarra Planning Scheme. The most relevant clauses include:</p> <ul style="list-style-type: none"> • Clause 22.16 - Stormwater Management (Water Sensitive Urban Design) • Clause 15.02 -1S Sustainable development – Energy and resource efficiency • Clause 55.07-5 Apartment developments - Integrated water and stormwater management objectives
State or regional plans, policies and strategies	
DELWP IWM Forum	<p>The IWM Forums followed Water for Victoria with DELWP. Within Metropolitan Melbourne, the 'forums' were defined by their catchment, with the City of Yarra within the Yarra Catchment Forum. Forum attendees included Government and agency representatives whose role was to collaboratively define outcomes and objectives for each catchment and identify IWM opportunities that align with those outcomes.</p>
The Yarra River Protection Act 2017	<p>In 2017, the Yarra River Protection (Wilip-gin Birrarung murrn) Act passed through the Victorian Parliament, legislating the protection of the Yarra River for future generations. The Act declares the Yarra River and the public parklands and open spaces within its corridor as the Greater Yarra Urban Parklands considered as 'one living, integrated natural entity for protection and improvement' recognising Traditional Owners' custodianship and intrinsic connection to the river.</p>
Yarra River Action Plan 2017	<p>The Yarra River Action Plan sets objectives and 30 actions for the protection of the Yarra River corridor, supported by the Yarra River Protection Act 2017.</p>
Yarra Strategic Plan	<p>The Yarra Strategic Plan developed by Melbourne Water will be an overarching policy and planning framework to guide collaborative management of the river. It guides planning and outlines actions as well as facilitates collaboration between stakeholders, Traditional Owners and the community.</p>
Melbourne Water, Healthy Waterways Strategy 2018-2028	<p>The Healthy Waterways Strategy (HWS) provides strategic direction and framework for the management of waterways throughout the Port Phillip and Westernport regions for the next 50 years. It outlines co-designed catchment programs for each major catchment including the Yarra Catchment and outlines a holistic approach to waterway management for environmental, social, cultural and economic values. The HWS sets performance objectives that guide progress towards waterway targets, values, goals and visions.</p>

Attachment 2 - IWMP - Cost Projections details - Years 1 - 5

Yarra's Integrated Water Management Plan Implementation Cost Projections - Year 1 to Year 5

			Year 1 - 20/21	Year 2 - 21/22	Year 3 - 22/23	Year 4 - 23/24	Year 5 - 24/25	Total Cost	Comments
Objective 1: Efficient and fit for purpose use of all water supplies									
Outcome: Reduction in potable water use within council operated facilities and parks									
1. Open space irrigation									
1.1	Irrigation system efficiency	Identify and prioritise irrigation systems requiring upgrade based on age, condition and projected water saving	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Through smart systems, adopt watering regimes that respond to environmental conditions (e.g. during low evapotranspiration and not before rain)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Establish leak detection and repair process	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Undertake scheduled maintenance of irrigation systems	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Engage external irrigation consultant to define works priority and ultimate irrigation processes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
1.2	Soil and playing surfaces	Implement measures that aim to increase the soil moisture content, and improve soil condition	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 200,000	Additional budget request every year
		Implement based upon the highest priority spaces	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
2. Council buildings									
2.1	Building efficiency and education	To establish a minimum Water Efficiency Labelling and Standards (WELS) rating of future building projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Retrofit council buildings with water efficient water appliances during building refurbishment and upgrades based on WELS ratings							Can be delivered through existing budgets
		All new council buildings to meet industry best practice in water and energy consumption equivalent to 5 Star NABERS ratings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Educate staff on water use within buildings through information bulletins, posters and displays to inform user group	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Investigate feasibility of green roofs and walls on Council buildings for urban greening and heat reduction	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 50,000	
2.2	Alternative water resources	Investigate rainwater harvesting opportunities in existing Council buildings. Install where possible for non-potable purposes including toilet and irrigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Continue to adopt Council's Environmentally Sustainable Development (ESD) policy such that all new Council buildings include rainwater harvesting for non-potable purposes such as including toilet and irrigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Maintain information register on rainwater storage capacity within Council buildings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
3. Leisure centres									
3.2	Education and awareness	Audit existing sand filters and replace where suitable to reduce water consumption	\$ -	\$ 750,000	\$ 750,000	\$ 500,000	\$ -	\$ 2,000,000	Budget has been requested for \$750,000 subject to approval
		Installation of smart water meters to improve water use data, understanding of end uses to identify efficiency measures	\$ -	\$ 30,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 36,000	Subject to budget funding
		Compare water use to the benchmarking program for pools around Victoria being undertaken by the Centre for Economics	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Continue education / collaboration on water use and behaviour change in conjunction with CWW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Educate staff through information, workshops and regular updates on water consumption data	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
3.3	Water re-use	Inform visitors of water use through posters and displays at centres	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Investigate the reuse possibility of pool backwash water at all swimming pools within Yarra's leisure centres							Can be delivered through existing budgets
Outcome: Fit-for-purpose water reuse and alternative water opportunities identified									
4. Stormwater harvesting									
4.1	Stormwater harvesting projects	Investigate the feasibility of stormwater harvesting opportunities across the municipality	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	
		Develop concept designs for the three highest priority locations	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000	
		Implement one stormwater harvesting project per year upon the completion of that investigation	\$ -	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 5,000,000	High level estimates, accurate figures will be provided post concept design. There are multiple promising avenues for external funding.
		Upgrade storage at the stormwater harvesting facility at Edinburgh Gardens	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	Total project cost is \$1,520,000 with 50% contribution from City West Water.
		Initiate discussion relating to reusing stormwater from the Alphington Wetlands for irrigation of Alphington Parks and surrounds.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
4.2	Partnerships, advocacy and collaboration	Employ an IWM Officer: an officer to deliver the stormwater harvesting program as well as the management of stormwater and drainage actions of this plan	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 600,000	
		Investigate the potential of stormwater harvesting for community gardens irrigation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Collaborate with external stakeholders, including water authorities, to investigate funding opportunities for stormwater harvesting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Continuously investigate opportunities to embed Integrated Water Management principles and goals across all Council operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Advocate to Development Victoria for alternative water opportunities for irrigation of open spaces within the Fitzroy Gas Work Redevelopment site	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Advocate to Parks Victoria to investigate the feasibility of stormwater harvesting in Yarra Bend Park	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Work with Melbourne Water to identify collaboration opportunities to improve the condition of City of Yarra waterways identified in the Healthy Waterways Strategy	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Seek opportunities for funding from Melbourne Water for the delivery of the IWMP actions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Advocate for Yarra's interests in the Melbourne Urban Stormwater Institutional Arrangements (MUSIA) review	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
		Develop guidelines for stormwater, drainage and groundwater management	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ 150,000	

Attachment 2 - IWMP - Cost Projections details - Years 1 - 5

Yarra's Integrated Water Management Plan Implementation Cost Projections - Year 1 to Year 5

Objective 2: A resilient and effective drainage network that flows into healthy and valued waterways									
Outcome: Improved function and effectiveness of drainage and stormwater assets									
5. Drainage assets									
5.1	Drainage asset assessment and data collection	<ul style="list-style-type: none">Survey, inspect and assess drainage infrastructure	\$ 165,000	\$ 165,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 630,000	
		<ul style="list-style-type: none">Present the gathered information in suitable GIS layers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
5.2	Drainage upgrade and maintenance	<ul style="list-style-type: none">Develop a Drainage Asset Management Plan (DAMP), incorporating data gathered under Step 5.1	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 50,000	
		<ul style="list-style-type: none">Commence a brick drains inspection and renewal program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 5,500,000	\$100,000 for inspection and condition assessment and \$1,000,000 annually for maintenance and relining of brick drains
		<ul style="list-style-type: none">Utilise flood modelling data and condition assessment to prioritise drainage asset upgrades	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
Outcome: Quality of stormwater runoff into waterways is improved									
6. WSUD assets within the urban landscape									
6.1	Stormwater quality monitoring	<ul style="list-style-type: none">Undertake an assessment of stormwater quality runoff to identify water quality improvement locations and requirements.Identify possible and strategic locations and install pollutant capturing devices	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000	
			\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	Can be delivered through existing budgets
6.2	Maintenance of existing WSUD assets	<ul style="list-style-type: none">Develop and implement a WSUD maintenance process and program according to best practice	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
6.3	Research and innovation	<ul style="list-style-type: none">Update the 2016 WSUD policy incorporating latest practices and technologyConsider and incorporate new WSUD designs such as proposed by developers, research bodies, academic institutions into those guidelines as appropriate	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
6.4	WSUD in new developments	<ul style="list-style-type: none">Work collaboratively with developers on WSUD for new developments and Precinct Structure Plans to ensure new impervious surfaces are not directly connected to waterwaysComply with Yarra Planning Scheme clause 12.03 & 22.16 to ensure development does not increase the rate or quantity of stormwater, sediment or other pollutant entering the riverInvestigate stricter measure to increase the volume of stormwater captured, treated and reused by large commercial and multi dwelling developmentsPromote alternative resources in the construction and operation consumption of new building spaces as per planning clause 15.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
Outcome: Impacts of flood are understood and mitigated									
7. Flooding									
7.1	Flooding	<ul style="list-style-type: none">Undertake municipality wide flood modelling and utilise the findings to develop a list of priority projectsPartner with Melbourne Water to:<ul style="list-style-type: none">Monitor Land Subject to Inundation Overlay (LSIO) to undertake any necessary amendmentsupdate Special Building Overlay (SBO) in accordance with results of updated flood modellingInvestigate the need for an online flood level warning system. Potentially collaborate with other Councils who have similar systems in place.Review of Flood Emergency Plan according to revised flood model as per flood management plan 2020Collaborate with State Emergency Services in responding to flooding	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	
			\$ -	\$ -	\$ -	\$ -	\$ -	TBC	Subject to budgeting / funding
			\$ -	\$ -	\$ -	\$ -	\$ -	TBC	Subject to budgeting / funding
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Can be delivered through existing budgets

Attachment 2 - IWMP - Cost Projections details - Years 1 - 5

Yarra's Integrated Water Management Plan Implementation Cost Projections - Year 1 to Year 5

Objective 3: An informed and responsible community benefitting from/enjoying a vibrant and sustainable landscape															
Outcome: The community is provided with healthy waterways and open space															
8. Open spaces and connectivity															
8.1	Open space provision	• Continue to provide a high level of service for open spaces of high value and in close proximity to residents	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets				
		• Create new local parks where possible in densely urbanised environments to achieve more green space particularly opportunities in Cremorne	\$	-	\$	-	\$	-	\$	-	TBC	Subject to budgeting / funding			
		• Identify irrigation opportunities for those spaces, particularly including rainwater from surrounding large roofs (if they exist)	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Increased permeability in the design of open spaces to support infiltration. Consider also the inclusion of infiltration trenches as part of design to create 'no runoff' open spaces	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
8.2	Connectivity and linkages	• Create explicit community link to green open spaces by shading walking paths and well defined cycling tracks and paths to improve community access to open space	\$	-	\$	-	\$	-	\$	-	TBC	Subject to budgeting / funding			
		• Continual maintenance and condition improvement of existing paths and walkways along rivers and creeks	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
Outcome: Urban greening reduces the impact of urban heat															
9. Trees, canopy cover and urban heat															
9.1	Passively irrigated trees	• Maintain existing and established trees that provide habitat and shade promoting biodiversity and cooling within city (Planning Clause 15.01)	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Investigate the inclusion of passive irrigation infrastructure for all newly planted Council trees (including investigating increased pervious surfaces around trees to capture more water)	\$	-	\$	20,000	\$	-	\$	-	\$	-	\$	20,000	partnership with research institution - Melb Uni and ARC
		• Use passive irrigation to support tree health and canopy density on city streets to increase cooling and encourage biodiversity	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets
		• Investigate the possibility of increasing the percentage of locally indigenous drought tolerant vegetation planting and the associated reduction in water required for establishment and maintenance	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets
9.2	Retain water in the environment	• Investigate opportunities for WSUD in urban streets – particularly as part of road surface and drainage renewals - for stormwater treatment and passive irrigation of street trees	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets
		• Investigate opportunities for green roofs on new Council buildings to contribute to reduced runoff and urban cooling	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets
		• Trial new cooling methods in identified hotspots including green ground cover, canopy cover and increased permeability	\$	-	\$	50,000	\$	50,000	\$	50,000	\$	50,000	\$	200,000	
		• Work with the City of Melbourne to share urban heat island effect research outcomes	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets
Outcome: Collaboration and knowledge sharing is enhanced															
10. Collaboration and knowledge sharing															
10.1	Knowledge and innovation	• Collaborate with inner-city councils to share IWM knowledge and how their work has been incorporated into policy and future planning requirements. Focus on involvement in the IWM Forum for Yarra	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Work with DEWLP by contributing data that will support target setting within the Yarra catchment as part of the IWM Forum process.	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Improve interdepartmental communication at the project inception stage to incorporate IWM opportunities within building and infrastructure works	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Continued collaboration with academic institutions on WSUD research and emerging technologies	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Major project developments to meet City of Yarra's sustainability targets and planning requirements Clause 22.17	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
10.2	Community	• Collaborate with Melbourne Water to support the development and implementation of the Yarra Strategic Plan	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Share IWM objectives, actions and targets through awareness programs, community working groups, forums and meetings	\$	-	\$	-	\$	-	\$	-	\$	-	Can be delivered through existing budgets		
		• Ongoing community consultation on specific IWM projects (e.g. Edinburgh Gardens), providing signage, fact sheets and case studies on sustainable water management on websites and onsite	\$	-	\$	25,000	\$	-	\$	-	\$	-	\$	25,000	
		• Review the action plan of the IWMP to update the targets and actions based on the investigation and research undertaken in the first 5 years of the plan's life	\$	-	\$	25,000	\$	-	\$	-	\$	-	\$	25,000	

Attachment 3 - IWMP - Your Say Yarra

screenshot-yoursayyarra.com.au-2020.08.27-11_49_33
https://yoursayyarra.com.au/how-do-we-manage-yarras-water
27.08.2020



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How do we manage water in Yarra?

Thank you for your feedback on our draft plan that will guide how we manage Yarra's water for the next 10 years.



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It is essential that we manage our water resources responsibly and sustainably to keep our environment and community healthy.

Our changing climate is already impacting our community, with more frequent and extreme weather events including heat waves, flooding and drought. Sustainably and responsibly managing our water resources will play a key role in meeting current and future challenges.

That's why we've developed a **draft Integrated Water Management Plan**. We asked you to share your feedback on the plan between Monday 14 June and Friday 24 July 2020.

We are now reviewing this feedback and will use it to finalise the plan.

Our Integrated Water Management Plan

The plan will guide our operations around water use for the next 10 years, including:

- drainage
- stormwater management
- open space management
- waterway health and
- seeking alternative water sources.

It will also help us understand how climate change will impact our drainage system and guide how we prepare for this.

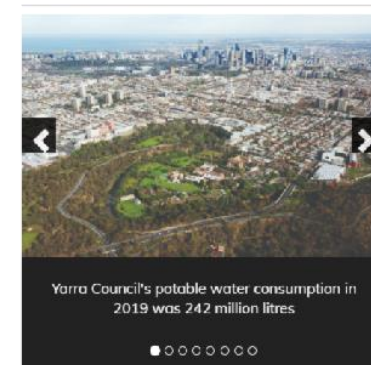
We developed this draft plan through work with government agencies, neighbouring councils, industry experts and community groups.

What is integrated water management?

Integrated water management considers all elements of the water cycle, including potable water, rainwater, stormwater, recycled water and groundwater.

This all-inclusive and collaborative approach to water management ensures we protect our natural environment

Quick facts



More information

? Who have we talked to so far?

Attachment 3 - IWMP - Your Say Yarra

This collaborative and consultative approach to water management ensures we protect our natural environment and work towards a sustainable future.

Find out more about the plan

The overarching vision for the plan is: "A water-wise city in a healthy urban environment"

You can read a brief summary of some key points from the plan below, or:

- see an overview of the vision, objectives and actions in the plan
- read the full draft Integrated Water Management Plan

Key objectives in the draft plan

1. Efficient and fit-for-purpose use of all water sources
2. A resilient and effective drainage network that flows into healthy and valued waterways
3. An informed and responsible community benefiting from and enjoying a vibrant sustainable landscape

What do you think of the draft plan? CLOSED

Share your feedback on our draft Integrated Water Management Plan

1. What do you think of the overall vision for our Integrated Water Management Plan? Required

"A water-wise city in a healthy urban environment." Do you support this vision?

- ☐ Yes
☐ No
☐ Not sure

Do you have any other comments on the overall vision for the plan?

You have 255 characters left.

2. Do you support the three objectives of the plan? Required

You can read these objectives above.

	Yes	No	Not sure
Objective 1: Efficient and fit-for purpose use of all water sources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Objective 2: A resilient and effective drainage network that flows into healthy and valued waterways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Objective 3: An informed and responsible community benefiting from and enjoying a vibrant sustainable landscape	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any other feedback or comments about the three objectives of the plan?

? What have we done already?




? What other work does this plan relate to?

Timeline

- ✓ **Consultation and collaboration**
Government organisations, Traditional Owners, community groups and local councils which border on Yarra were consulted and expert advice was sought to inform the plan.
- ✓ **Developing draft plan**
The draft plan was developed using ideas and feedback collected during initial consultation with stakeholders.
- ✓ **Community consultation on the draft plan**
The draft plan is available for community feedback.
- ★ **Considering feedback**
We will consider community feedback and make any changes needed to finalise the plan.
- ☆ **Plan adopted**
Yarra Council will consider the final plan for adoption at a council meeting.

SEE LESS


Document Library

-  **Yarra's draft Integrated Water Management Plan 2020-30**
PDF (3.04 MB)
-  **Yarra's draft Integrated Water Management Plan 2020-30 word version**
MS Word (13.07 MB)
-  **Overview of objectives, actions and targets in the draft plan**
PDF (255.31 KB)

Attachment 3 - IWMP - Your Say Yarra

3. Do you have any other feedback on the actions and timelines in the plan? Or any other feedback?
 You can write your answer in the text box, or upload your feedback below.

Upload your feedback

 Choose file...

About you

Tell us a bit more about yourself.

What is your connection to Yarra? Please choose all that apply Required

- ☐ Resident
- ☐ Worker
- ☐ Student
- ☐ Business Owner
- ☐ Visitor
- ☐ Ratepayer
- ☐ Other

Are you a part of a community group or organisation? If so, please specify.

You have 255 characters left.

Postcode Required


Please supply your email address if you would like to be kept up to date on this project

The survey form is now closed. Thanks for your contributions.

Contact us

Phone: +61 3 9205 5555
 Email: info@yarracity.vic.gov.au
 National relay service: 133 677


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Attachment 3 - IWMP - Your Say Yarra

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 **The HIVE** POWERED BY

11.8 2019/20 Annual Financial Statements, Performance Statement, and LGPRF Reports adoption 'in principle'.

Trim Record Number: D20/139650

Responsible Officer: Director Corporate, Business and Finance

Purpose

1. To adopt the 2019/20 Annual Financial Statements and Local Government Performance Reporting Framework (LGPRF) Reports (including the Performance Statement) 'in principle', receive the recommendations of Council's Audit Committee, and nominate two Councillors to certify the statements in their final form.

Background

2. The 2019/20 draft Annual Financial Statements and LGPRF Reports (including the Performance Statement) accompanying this report reflect the financial results and Council Plan outcomes for the 2019/20 financial year.
3. Council's Audit Committee considered the 2019/20 draft Annual Financial Statements and the LGPRF Reports at its meeting on 4 September 2020.
4. Comment and explanation on the draft Annual Financial Statements and Performance Statement was provided by Council officers in relation to a range of presentation and disclosure items raised by the Committee.
5. Following the Audit Committee's detailed consideration of the 2019/20 draft Annual Financial Statements, Performance Statement and related Auditor's reports, the Audit Committee resolved as follows:
 - (a) note and accept the 2019/20 Annual Financial Statements and Performance Statement;
 - (b) note the receipt of the draft Management Representation Letter;
 - (c) note and accept RSD Audit's Closing Report, Management Letter and Fraud Awareness Survey Results; and
 - (d) recommend the 2019/20 Annual Financial Statements and Performance Statement be presented to Council for adoption in principle, subject to any minor administrative changes required by the Committee, RSD Audit, and/or VAGO.
6. There have been no material adjustments.
7. There are no high risk issues and Council is likely to receive an unqualified audit opinion, (subject to VAGO review), which is a positive result.

External Consultation

8. The 2019/20 draft Annual Financial Statements and Performance Statement have been prepared in accordance with Australian Accounting Standards, the *Local Government Act* 1989, and the Local Government (Planning and Reporting) Regulations 2014.
9. Advice has been provided by representatives of RSD Audit - External Auditors, as appointed by the Victorian Auditor-General's Office, during the course of the year-end audit cycle in relation to the presentation of the Annual Financial Statements and Performance Statement.
10. The Audit Committee has also provided feedback in relation to disclosure of information presented in the Annual Financial Statements and Performance Statement.

Internal Consultation (One Yarra)

11. No internal consultation has been required.

Financial Implications

12. The 2019/20 draft Annual Financial Statements reflects an operating surplus of \$11.4 million. This result, whilst in line with the adopted budget, does include unbudgeted items that are restricted for future use i.e. favourable open space contributions and unbudgeted capital grant income. Further, this is an accrual accounting result, prepared in accordance with the Australian Accounting Standards, it is not a surplus cash result.
13. Operating revenue of \$199.90 million was \$0.77 million unfavourable compared to the budget of \$200.67 million. The loss of income from statutory fees and fines (\$4.88 million unfavourable to budget) and user fees (\$5.28 million unfavourable to budget) as a result of the COVID-19 pandemic was largely offset by favourable variances in open space contributions (\$3.84m favourable to budget) and grant income (\$5.07m favourable to budget). As noted above however, these amounts are restricted for specific future use, and as such can't be used to offset other Council revenue losses.
14. Operating expenditure of \$188.50 million was \$0.75 million favourable to the budget of \$189.25 million. This was due in most part to materials and services finishing \$6.35 million favourable to budget, resulting from favourable variances in consultancy, legal costs and contract payments. This was offset by employee costs finishing \$2.89 million unfavourable to budget, largely due to the cost of increasing leave entitlements, and provision for doubtful debts finishing \$1.34 million unfavourable to budget, due to provision for parking infringement debtors finishing unfavourable to budget as well as unbudgeted provision for rates waivers.
15. Council's equity decreased by \$47.8 million, which is the surplus result of \$11.4 million, offset by a movement of \$59.2 million in Council's reserves relating in most part to decrements from the land and buildings asset revaluation that was undertaken during the year.
16. Current assets increased by \$14.4 million mainly due to an increase in Council's cash balance. This increase was attributable to open space and capital grants income exceeding budget, all of which is restricted for future use on eligible capital projects. Further, Council's cash outflow on capital expenditure was \$8.0 million favourable to budget, all of which is restricted to fund the carry forward of these works into future years. Non-current assets decreased by \$51.1 million due to revaluation decrements from the revaluation of land, buildings and infrastructure assets undertaken by Council during the year. Additions of \$30.2 million are offset in most part by depreciation expense of \$22.5 million. Current liabilities increased due to higher trade and other payables (timing difference) and employee leave entitlements (reduction in leave taken). Non-current liabilities remained stable.
17. Council's cash flow result reflects a positive cash movement of \$7.1 million. Council's closing cash balance was \$94.74 million. This balance will be utilised to fund carried forward capital projects and unspent grant funds received in 2019/20, future open space projects as well as covering Council's current liabilities due for payment during the 2020/21 financial year.
18. Council's capital program was favourable to budget by \$8.03 million primarily due to projects being deferred or carried over.

Performance Statement

19. LGPRF Statements have been prepared in accordance with the Department of Environment Land Water & Planning (DELWP) guidance. This includes the Performance Statement (Attachment 2) and Report of Operations (Attachment 3). Service Managers and relevant officers were engaged in the provision of all service indicator results and commentary.
20. Analysis was undertaken comparing the 2019/20 reported result with the historic trend. Any significant variances were referred back to the service area to verify and explain the result.
21. Draft results have been reported and discussed at Executive.
22. DELWP have reviewed the draft results and advised that they are happy with Yarra's submission.
23. The official release date of the results to the public is scheduled for late January. Council will receive embargoed access to all Councils' results shortly before the public release.

Economic Implications

24. There are no economic implications.

Sustainability Implications

25. There are no sustainability implications.

Social Implications

26. There are no social implications.

Human Rights Implications

27. There are no human rights implications.

Communications with CALD Communities Implications

28. There are no CALD community implications and therefore no communication is required.

Council Plan, Strategy and Policy Implications

29. The 2019/20 Performance Statement records Council's performance over a range of performance indicators as required by the *Local Government Act 1989* and the Local Government (Planning and Reporting) Regulations 2014 as part of the Local Government Performance Reporting Framework. Council Plan targets were determined in the 2017/18 Adopted Budget.

Legal Implications

30. Council is required to certify the draft Annual Financial Statements and Performance Statement 'in principle' each year in order to lodge the statements so they can be formally certified by the Victorian Auditor-General's Office (VAGO). Certified annual accounts are also required to be lodged with the Minister by 30 September 2020.

Other Issues

31. Council has included additional commentary in the 2019/20 financial statements outlining the financial impact of the COVID-19 pandemic, specifically on Council's user fee and statutory fees and fines income, as well as Rates debtors outstanding at the end of the year.
32. The draft Annual Financial Statements and LGPRF Reports are subject to final audit certification and some changes may be required in consultation with VAGO. It is not anticipated, however, that there will be any material change to the accompanying draft statements.

Options

33. There are no further options.

Conclusion

34. Council is required to adopt 'in principle' the financial statements, and the LGPRF Reports each year, which will be lodged with the Minister after full audit clearance from the Victorian Auditor-General.

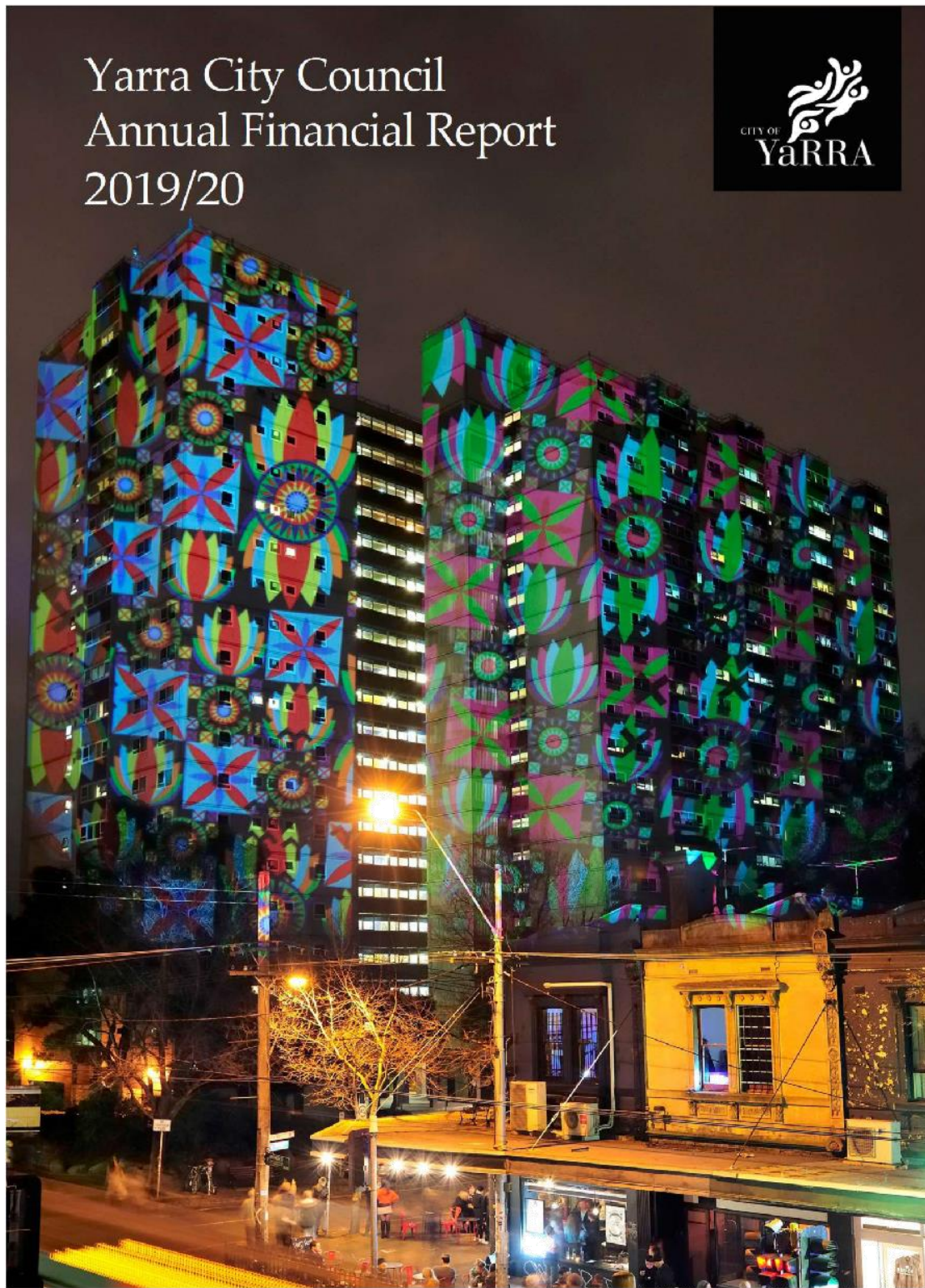
RECOMMENDATION

1. That Council:
 - (a) notes the accompanying 2019/20 Annual Financial Statements and LGPRF Reports (including the Performance Statement), and receives the endorsement of Council's Audit Committee;
 - (b) adopts the 2019/20 Annual Financial Statements and Local Government Performance Reporting Framework Reports (including the Performance Statement), 'in principle' prior to them being provided to the Victorian Auditor-General's Office for final audit sign off;
 - (c) nominates the Mayor and Audit Committee member Councillor Misha Coleman, and Audit Committee member Councillor James Searle, as the two Councillors to certify the Annual Financial Statements and Performance Statement;
 - (d) authorises the nominated Councillors to accept any further recommended changes by the Victorian Auditor-General's Office; and
 - (e) designates Mark Montague, Chief Financial Officer, as Principal Accounting Officer to certify the Annual Financial Statements and Performance Statement, as required by the Local Government Act 1989 and Local Government (Planning and Reporting) Regulations 2014.

CONTACT OFFICER: Mark Montague
TITLE: Chief Financial Officer
TEL: 9205 5503

Attachments

- 1 [↓](#) City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle
- 2 [↓](#) LGPRF Performance Statement 2019-20
- 3 [↓](#) LGPRF Report of Operations 2019-20
- 4 [↓](#) LGPRF Governance Management Checklist 2019-20



Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council Financial Report Table of Contents

FINANCIAL REPORT		Page
Certification of the Financial Statements		1
Victorian Auditor-General's Office Report		2
Financial Statements		
Comprehensive Income Statement		4
Balance Sheet		5
Statement of Changes in Equity		6
Statement of Cash Flows		7
Statement of Capital Works		8
Overview		9
Notes to Financial Statements		
Note 1	Performance against budget	10
	1.1. Income and expenditure	10
	1.2. Capital works	13
Note 2	Analysis of Council results by program	15
Note 3	Funding for the delivery of our services	17
	3.1. Rates and charges	17
	3.2. Statutory fees and fines	17
	3.3. User fees	18
	3.4. Funding from other levels of government	19
	3.5. Contributions	20
	3.6. Net gain/(loss) on disposal of property, infrastructure, plant and equipment	20
	3.7. Other income	21
Note 4	The cost of delivering services	21
	4.1. Employee costs	21
	4.2. Materials and services	22
	4.3. Depreciation	22
	4.4. Amortisation - Right of use assets	22
	4.5. Bad and doubtful debts	23
	4.6. Borrowing costs	23
	4.7. Finance Costs - Leases	23
	4.8. Other expenses	23
Note 5	Our financial position	24
	5.1. Financial assets	24
	5.2. Non-financial assets	26
	5.3. Payables	26
	5.4. Interest-bearing liabilities	27
	5.5. Provisions	28
	5.6. Financing arrangements	29
	5.7. Commitments	30
	5.8. Leases	31

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

**Yarra City Council
Financial Report
Table of Contents**

FINANCIAL REPORT	Page
Note 6 Assets we manage	33
6.1. Non current assets classified as held for sale	33
6.2. Property, infrastructure plant and equipment	34
6.3. Investments in associates, joint arrangements and subsidiaries	40
Note 7 People and relationships	41
7.1. Council and key management remuneration	41
7.2. Related party disclosure	43
Note 8 Managing uncertainties	44
8.1. Contingent assets and liabilities	44
8.2. Change in accounting standards	45
8.3. Financial instruments	45
8.4. Fair value measurement	48
8.5. Events occurring after balance date	49
Note 9 Other matters	50
9.1. Reserves	50
9.2. Reconciliation of cash flows from operating activities to surplus/(deficit)	52
9.3. Superannuation	52
Note 10 Change in accounting policy	55

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Certification of the Financial Statements

In my opinion, the accompanying financial statements have been prepared in accordance with the *Local Government Act 1989*, the *Local Government (Planning and Reporting) Regulations 2014*, the Australian Accounting Standards and other mandatory professional reporting requirements.

Mark Montague CA

CFO and Principal Accounting Officer

15 September 2020

Richmond

In our opinion the accompanying financial statements present fairly the financial transactions of Yarra City Council for the year ended 30 June 2020 and the financial position of the Council as at that date.

As at the date of signing, we are not aware of any circumstances that would render any particulars in the financial statements to be misleading or inaccurate.

We have been authorised by the Council and by the *Local Government (Planning and Reporting) Regulations 2014* to certify the financial statements in their final form.

Cr Misha Coleman

Mayor

15 September 2020

Richmond

Cr James Searle

Councillor

15 September 2020

Richmond

Vijaya Vaidyanath

Chief Executive Officer

15 September 2020

Richmond

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

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Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

<INSERT VAGO REPORT - PAGE 2>

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Comprehensive Income Statement For the Year Ended 30 June 2020

	Note	2020 \$'000	2019 \$'000
Income			
Rates and charges	3.1	112,172	108,491
Statutory fees and fines	3.2	28,052	31,420
User fees	3.3	27,047	30,346
Grants - operating	3.4 (a)	14,219	12,849
Grants - capital	3.4 (b)	5,831	21,622
Contributions - monetary	3.5	8,148	7,151
Contributions - non monetary	3.5	-	2,250
Net gain (or loss) on disposal of property, infrastructure, plant and equipment	3.6	1,613	(10,996)
Share of net profits (or loss) of associates and joint ventures	6.3	(230)	-
Other income	3.7	3,052	4,221
Total income		199,904	207,354
Expenses			
Employee costs	4.1	90,001	83,810
Materials and services	4.2	66,957	66,908
Depreciation	4.3	22,563	22,309
Amortisation - right of use assets	4.4	965	-
Bad and doubtful debts	4.5	5,338	5,709
Borrowing costs	4.6	1,922	2,181
Finance costs - leases	4.7	165	-
Other expenses	4.8	590	515
Total expenses		188,501	181,432
Surplus/(deficit) for the year		11,403	25,922
Other comprehensive income			
Items that will not be reclassified to surplus or deficit in future periods			
Net asset revaluation increment/(decrement)	6.2	(59,223)	82,885
Total comprehensive result		(47,820)	108,807

The above comprehensive income statement should be read in conjunction with the accompanying notes.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Balance Sheet
As at 30 June 2020

	Note	2020 \$'000	2019 \$'000
Assets			
Current assets			
Cash and cash equivalents	5.1 (a)	94,738	87,653
Trade and other receivables	5.1 (b)	21,621	14,797
Inventories	5.2 (a)	165	129
Other assets	5.2 (b)	1,095	620
Total current assets		117,619	103,199
Non-current assets			
Investments in associates, joint arrangements and subsidiaries	6.3	5	235
Property, infrastructure, plant and equipment	6.2	1,930,850	1,984,061
Right-of-use assets	5.8	2,307	-
Total non-current assets		1,933,162	1,984,296
Total assets		2,050,781	2,087,495
Liabilities			
Current liabilities			
Trade and other payables	5.3 (a)	15,390	9,733
Trust funds and deposits	5.3 (b)	12,303	12,454
Unearned income	5.3 (c)	2,365	-
Provisions	5.5 (a)	15,520	13,158
Interest-bearing liabilities	5.4 (a)	1,270	1,218
Lease liabilities	5.8	851	-
Total current liabilities		47,699	36,563
Non-current liabilities			
Trade and other payables	5.3 (a)	2,645	2,955
Other Liabilities	5.3 (b)	374	237
Provisions	5.5 (a)	1,267	1,393
Interest-bearing liabilities	5.4 (b)	41,203	42,473
Lease liabilities	5.8	1,539	-
Total non-current liabilities		47,028	47,058
Total liabilities		94,727	83,621
Net assets		1,956,054	2,003,874
Equity			
Accumulated surplus		670,892	666,456
Reserves	9.1	1,285,162	1,337,418
Total Equity		1,956,054	2,003,874

The above balance sheet should be read in conjunction with the accompanying notes.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

**Statement of Changes in Equity
For the Year Ended 30 June 2020**

	Note	Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
2020					
Balance at beginning of the financial year		2,003,874	666,456	1,329,540	7,878
Surplus/(deficit) for the year		11,403	11,403	-	-
Net asset revaluation increment/(decrement)	6.2	(59,223)	-	(59,223)	-
Transfers to other reserves	9.1	-	(7,558)	-	7,558
Transfers from other reserves	9.1	-	591	-	(591)
		1,956,054	670,892	1,270,317	14,845
Balance at end of the financial year		1,956,054	670,892	1,270,317	14,845

		Total \$'000	Accumulated Surplus \$'000	Revaluation Reserve \$'000	Other Reserves \$'000
2019					
Balance at beginning of the financial year		1,895,287	624,716	1,246,875	23,696
Surplus/(deficit) for the year		25,922	25,922	-	-
Net asset revaluation increment/(decrement)	6.2	82,885	-	82,885	-
Transfers to other reserves	9.1	(20,320)	(6,344)	(220)	(13,756)
Transfers from other reserves	9.1	20,100	22,162	-	(2,062)
Balance at end of the financial year		2,003,874	666,456	1,329,540	7,878

The above statement of changes in equity should be read in conjunction with the accompanying notes.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Statement of Cash Flows
For the Year Ended 30 June 2020

	Note	2020 Inflows/ (Outflows) \$'000	2019 Inflows/ (Outflows) \$'000
Cash flows from operating activities			
Rates and charges		107,906	108,315
Statutory fees and fines		27,170	32,264
User fees		27,465	33,670
Grants - operating		14,219	12,849
Grants - capital		6,414	23,373
Contributions - monetary		8,148	7,151
Interest received		1,127	1,504
Trust funds and deposits taken		3,169	3,799
Other receipts		4,644	2,993
Net GST refund/payment		3,054	3,843
Employee costs		(87,765)	(83,866)
Materials and services		(73,851)	(77,751)
Trust funds and deposits repaid		(3,478)	(2,454)
Net cash provided by/(used in) operating activities	9.2	38,222	65,690
Cash flows from investing activities			
Payments for property, infrastructure, plant and equipment	6.2	(29,196)	(26,319)
Proceeds from sale of property, infrastructure, plant and equipment	3.6	2,246	553
Net cash provided by/(used in) investing activities		(26,950)	(25,766)
Cash flows from financing activities			
Finance costs		(1,922)	(2,181)
Repayment of borrowings		(1,217)	(1,176)
Interest paid - lease liability		(165)	-
Repayment of lease liabilities		(883)	-
Net cash provided by/(used in) financing activities		(4,187)	(3,357)
Net increase (decrease) in cash and cash equivalents		7,085	36,567
Cash and cash equivalents at the beginning of the financial year		87,653	51,086
Cash and cash equivalents at the end of the financial year	5.1	94,738	87,653

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

**Statement of Capital Works
For the Year Ended 30 June 2020**

	2020 \$'000	2019 \$'000
Property		
Buildings	8,088	6,263
Total buildings	<u>8,088</u>	<u>6,263</u>
Total property	<u>8,088</u>	<u>6,263</u>
Plant and equipment		
Plant, machinery and equipment	1,255	2,369
Computers and telecommunications	2,129	1,752
Library books	700	611
Total plant and equipment	<u>4,084</u>	<u>4,732</u>
Infrastructure		
Roads	5,831	5,547
Bridges	75	27
Footpaths and cycleways	3,077	2,225
Drainage	1,683	2,310
Recreational, leisure and community facilities	-	79
Waste management	70	67
Parks, open space and streetscapes	3,606	3,517
Other infrastructure	2,709	1,552
Total infrastructure	<u>17,051</u>	<u>15,324</u>
Total capital works expenditure	<u>29,223</u>	<u>26,319</u>
Represented by:		
New asset expenditure	1,999	1,556
Asset renewal expenditure	22,764	21,446
Asset upgrade expenditure	4,460	3,317
Total capital works expenditure	<u>29,223</u>	<u>26,319</u>

The above statement of capital works should be read in conjunction with the accompanying notes.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

OVERVIEW

Introduction

The City of Yarra was established by an Order of the Governor in Council on 22 June 1994 and is a body corporate. The Council's main office is located at 333 Bridge Road Richmond.

Statement of compliance

These financial statements are a general purpose financial report that consists of a Comprehensive Income Statement, Balance Sheet, Statement of Changes in Equity, Statement of Cash Flows, Statement of Capital Works and Notes accompanying these financial statements. The general purpose financial report complies with the Australian Accounting Standards (AAS), other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 1989*, and the *Local Government (Planning and Reporting) Regulations 2014*.

COVID-19 Impacts on Council

The COVID-19 pandemic has had a significant impact on our residents, businesses and organisations. In response to such impacts, Council has undertaken a number of measures to provide a heightened level of assistance and support for our local community. This has included the review and Council endorsement of a revised financial hardship policy, providing for greater levels of support through deferrals, on application, for rate payments and fees and charges that will enhance Council's support of our local community through the pandemic.

In line with State Government restrictions, Council was required to close its recreation and leisure facilities during the course of the year, and also other public facilities including libraries, halls and golf courses. Whilst Council did its best to reduce operating costs associated with these facilities during the closure period, such services are substantially funded from fee paying clients and as such Council's revenue and operating performance was significantly impacted compared to originally budgeted expectations. Council's financial performance was also impacted by reduced parking and infringement income, stemming from a reduction in traffic flow through the municipality, and the relaxation of parking restrictions to ensure our community had appropriate access to essential services. Such impacts are expected to continue through the recovery phase, and accordingly have been factored into our 2020/21 budget and beyond.

Despite these challenges, Council has been able to continue providing the majority of its integral services to the community, including waste and recycling and a range of community services that take on new importance during these challenging times.

Through the 2019/20 financial statements we have made reference to the financial implications of the COVID-19 pandemic with additional disclosure where appropriate (refer to Note 1, Note 3.2, Note 3.3, Note 5.1, Note 6.2 and Note 8.5).

Significant accounting policies

(a) Basis of accounting

The accrual basis of accounting has been used in the preparation of these financial statements, whereby assets, liabilities, equity, income and expenses are recognised in the reporting period to which they relate, regardless of when cash is received or paid.

Judgements, estimates and assumptions are required to be made about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and associated judgements are based on professional judgement derived from historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

Revisions to accounting estimates are recognised in the period in which the estimate is revised and also in future periods that are affected by the revision. Judgements and assumptions made by management in the application of AAS's that have significant effects on the financial statements and estimates relate to:

- the fair value of land, buildings, infrastructure, plant and equipment (refer to Note 6.2)
- the determination of depreciation for buildings, infrastructure, plant and equipment (refer to Note 6.2)
- the determination of employee provisions (refer to Note 5.5)
- the determination of whether performance obligations are sufficiently specific so as to determine whether an arrangement is within the scope of *AASB 15 Revenue from Contracts with Customers* or *AASB 1058 Income of Not-for-Profit Entities* (refer to Note 3)
- the determination, in accordance with *AASB 16 Leases*, of the lease term, the estimation of the discount rate when not implicit in the lease and whether an arrangement is in substance short-term or low value (refer to Note 5.8)
- other areas requiring judgements

Unless otherwise stated, all accounting policies are consistent with those applied in the prior year. Where appropriate, comparative figures have been amended to accord with current presentation (except where transitional requirements of *AASB 15 Revenue from Contracts with Customers*, *AASB 16 Leases* and *AASB 1058 Income of Not-for-Profit Entities* do not require restatement of comparatives under the modified retrospective approach adopted by the Council), and disclosure has been made of any material changes to comparatives.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 1 Performance against budget

The performance against budget notes compare Council's financial plan, expressed through its annual budget, with actual performance. The Local Government (Planning and Reporting) Regulations 2014 requires explanation of any material variances. Council has adopted a materiality threshold of the lower of 10% or \$250K where further explanation is warranted. Explanations have not been provided for variations below the materiality threshold unless the variance is considered to be material because of its nature.

The budget figures are those adopted by Council on 25 June 2019. The Budget was based on assumptions that were relevant at the time of adoption of the Budget. Council sets guidelines and parameters for revenue and expense targets in this budget in order to meet Council's planning and financial performance targets for both the short and long-term. The budget did not reflect any changes to equity resulting from asset revaluations, as their impacts were not considered predictable.

These notes are prepared to meet the requirements of the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014*.

1.1 Income and expenditure

	Budget 2019/20 \$'000	Actual 2019/20 \$'000	Variance \$'000 Fav/(Unfav)	Variance % Fav/(Unfav)	Ref
Income					
Rates and charges	112,465	112,172	(293)	(0.26%)	1.1
Statutory fees and fines	32,935	28,052	(4,883)	(14.83%)	1.2
User fees	32,330	27,047	(5,283)	(16.34%)	1.3
Grants - operating	12,541	14,219	1,678	13.38%	1.4
Grants - capital	2,432	5,831	3,399	139.77%	1.5
Contributions - monetary	4,300	8,148	3,848	89.48%	1.6
Contributions - non monetary	397	-	(397)	(100.00%)	1.7
Net gain/(loss) on disposal of property, infrastructure, plant and equipment	180	1,613	1,433	795.88%	1.8
Share of net profits (or loss) of associates and joint ventures	-	(230)	(230)	100.00%	
Other income	3,091	3,052	(39)	(1.25%)	
Total income	200,671	199,904	(767)	(0.38%)	
Expenses					
Employee costs	87,115	90,001	(2,886)	(3.31%)	1.9
Materials and services	73,303	66,957	6,346	8.66%	1.10
Depreciation	22,800	22,563	237	1.04%	
Amortisation - Right of use assets	-	965	(965)	(100.00%)	1.11
Bad and doubtful debts	4,000	5,338	(1,338)	(33.44%)	1.12
Borrowing costs	2,035	1,922	113	5.57%	
Finance costs - Leases	-	165	(165)	(100.00%)	
Other expenses	-	590	(590)	(100.00%)	1.13
Total expenses	189,253	188,501	752	0.40%	
Surplus/(deficit) for the year	11,418	11,403	(15)	(100.00%)	

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 1 Performance against budget (Cont'd)

1.1 Income and expenditure (Cont'd)

(i) Explanation of material variations

Ref	Item	Explanation
1.1	Rates and charges	Rates and charges are unfavourable to budget by \$0.29M (0.26%), mainly due to pensioner rebates being higher than budgeted.
1.2	Statutory fees and fines	Parking Revenue was unfavourable to budget by \$4.88M (14.83%) due to a decline in parking activity as a result of the COVID-19 pandemic. There was lower income received for parking meters and a reduction in the number of infringements issued.
1.3	User fees	User Fees were unfavourable to budget by \$5.28M (16.34%) due to reduced fee income from recreation and leisure (including Burnley Golf Course and Collingwood Estate Gym), which is a result of facility closures in response to the COVID-19 pandemic. In addition to this there has been a decline in income for Construction Management occupation permits and in property due to the vacancy in the bottom level of 345 Bridge Rd. The unfavourable result also includes the refunds for business and street trading permits as part of the Yarra's COVID-19 community and economic stimulus package.
1.4	Grants - operating	Operating Grants were favourable to budget by \$1.67M (13.38%) mainly due to an unbudgeted grant received for waste minimisation and an earlier grant received for the Edinburgh Gardens stormwater harvesting project.
1.5	Grants - capital	Capital Grants were favourable to budget by \$3.39M mainly due to early receipt of grant income for Jack Dyer Pavilion - Citizens Park project. Unbudgeted grants were also received for Cambridge street and Otter/Smith street open space projects as well as grants received in traffic and civil engineering relating to Stage 2 of Wellington Street, which has been used to fund Wellington Street bike lanes capital works.
1.6	Contributions - monetary	Monetary contributions were favourable to budget by \$3.8M (89.4%) due to higher than expected open space contributions for development projects received during the year. These funds are committed to be spent on eligible open space projects.
1.7	Contributions - non monetary	Non Monetary contributions unfavourable to budget by \$0.39M as there were no non monetary contributions received in 2019/20.
1.8	Net gain (loss) on disposal of non current assets	Net gain on disposal of non current assets were \$1.43M favourable mainly due to unbudgeted sales proceeds from discontinued roads.
1.9	Employee costs	Employee costs were unfavourable to budget by \$2.88M (3.3%) due to an increase in provision for annual leave and long service leave.
1.10	Materials and services	Materials and services costs were favourable to budget by \$6.4M (8.7%) due to a reduction in consultancy and legal costs associated with the impact of the COVID-19 pandemic and an inability to progress a number of pieces of work due to restrictions in place. Part of this favourable variance relating to lease payments offsets against the unfavourable variance relating to amortisation of right of use assets.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 1 Performance against budget (Cont'd)

1.1 Income and expenditure (Cont'd)

Ref	Item	Explanation
1.11	Amortisation - Right of use assets	Amortisation- Right of use assets were unfavourable to budget by \$0.96M due to the introduction of a change in accounting treatment for Council's operating leases. The variance offsets against the materials and services line where operating lease costs are favourable to budget.
1.12	Bad and doubtful debts	Bad and doubtful debts were unfavourable to budget by \$1.34M (33.3%). A \$1M variance arises from a higher doubtful debts percentage being applied to parking infringements compared to budget arising as a result of ongoing systems issues at Fines Victoria. The remaining variance relates to an unbudgeted doubtful debts provision for other debtors.
1.13	Other expenses	Other expenses variance to budget offsets some of the favourable variance on the material and services line.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 1 Performance against budget (Cont'd)

1.2 Capital works

	Adjusted Budget*	Actual	Variance	Variance	
	2019/20	2019/20	\$'000	%	
	\$'000	\$'000	Fav/(Unfav)	Fav/(Unfav)	Ref
Buildings	12,485	8,088	(4,397)	(35.22%)	1
Total buildings	12,485	8,088	(4,397)	(35.22%)	
Total property	12,485	8,088	(4,397)	(35.22%)	
Plant and equipment					
Plant, machinery and equipment	2,153	1,255	(898)	(41.71%)	2
Computers and telecommunications	2,704	2,129	(575)	(21.26%)	3
Library books	690	700	10	1.47%	
Total plant and equipment	5,547	4,084	(1,463)	(26.37%)	
Infrastructure					
Roads	7,000	5,831	(1,169)	(16.70%)	4
Bridges	93	75	(18)	(19.49%)	5
Footpaths and cycleways	3,440	3,077	(363)	(10.55%)	6
Drainage	1,637	1,683	46	2.83%	
Waste management	70	70	-	0.00%	
Parks, open space and streetscapes	4,000	3,606	(394)	(9.84%)	7
Other infrastructure	2,987	2,709	(278)	(9.30%)	8
Total infrastructure	19,227	17,051	(2,176)	(11.32%)	
Total capital works expenditure	37,259	29,223	(8,036)	(21.57%)	
Represented by:					
New asset expenditure	1,554	1,999	445	28.63%	
Asset renewal expenditure	26,821	22,764	(4,057)	(15.13%)	
Asset upgrade expenditure	8,884	4,460	(4,424)	(49.79%)	
Total capital works expenditure	37,259	29,223	(8,036)	(21.57%)	

* the adjusted budget includes the carry forward from the previous year.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

1.2 Capital works (Cont'd)

(i) Explanation of material variations

Variance Ref	Item	Explanation
1	Buildings	Buildings are \$4.3m (35.2%) below budget due to \$1.66m deferral of Ryan's Reserve Tennis/Pavilion project and number of other building projects (\$2.7m) being carried forward to 2020/21.
2	Plant, machinery and equipment	Plant, machinery and equipment is \$0.89m (41.7%) under budget mainly due to a carry forward amount for the purchase of trucks. Replacement trucks will be delivered in 2020/21.
3	Computers and telecommunications	Computers and telecommunications are \$0.57m (21.2%) below budget due to deferred expenditure for several information systems projects carried over to 2020/21.
4	Roads	Roads assets are \$1.16m (16.7%) below budget mainly due to a number of Traffic LAPM projects (\$0.88m) being carry forward to 2020/21 or deferred to subsequent years.
5	Bridges	Bridges are slightly under budget by \$18k (19.5%) due to project savings.
6	Footpaths and cycleways	Footpath/cycle assets are \$0.36m (10.5%) below budget mainly due to project carry overs as well as some savings on project costs.
7	Parks, open space and streetscapes	Parks, open space and streetscapes are \$0.39m (9.8%) under budget due to a number of playground projects at Gahans Reserve and Alphington park being carried forward to 2020/21.
8	Other infrastructure	Other infrastructure is \$0.28m (9.3%) under budget due to works associated with Swan Street and Bridge Road Activity Centres being carried over to 2020/21.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 2 Analysis of Council results by program

Council delivers its functions and activities through the following programs.

2 (a) Corporate, Business and Finance

The Corporate, Business and Finance division provides efficient, effective and proactive support services across council to enable the delivery of policy commitments, council vision and mission. The provision of these services includes financial services, digital information and technology, property and procurement, strategy and program delivery and program integration and development.

Planning and Placemaking

The Planning and Placemaking division includes the assessment of city development, health and local laws, planning strategy and urban growth.

Community Wellbeing

The Community Wellbeing division provides high quality community focused programs, service delivery and communication to residents. Community Wellbeing is comprised of community care, connected communities, family services, health communities and social planning and investment.

City Works and Assets

The City Works and Assets Division is responsible for asset management, maintenance and provision of a range of assets that contribute to liveability, including buildings, civil infrastructure such as drains, roads and footpaths, sporting facilities, gardens and trees. It also support the local amenity through services such as waste collection, recycling service, and street cleansing. The Division ensures safety and amenity related to development within Yarra, and seeks to manage traffic and the impact of works from external authorities. The Division also support health and wellbeing through the management of Councils Recreation and Leisure services.

Chief Executive Division

The Chief Executive Officer Division supports the provision of a range of professional services to internal and external customers, with an emphasis on Governance related issues. It is also responsible for managing Council's property portfolio including leases, licenses and management agreements. The CEO's division also includes the People & Culture branch, responsible for people management and development across Council, as well as also managing health, safety and risk.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020**Note 2 Analysis of Council results by program (Cont'd)****2 (b) Summary of revenues, expenses, assets and capital expenses by program**

	Income	Expenses	Surplus/ (Deficit)	Grants included in income	Total assets
	\$'000	\$'000	\$'000	\$'000	\$'000
2020					
Corporate Business and Finance	149,977	59,967	90,010	2,695	197,887
Planning and Placemaking	13,861	16,252	(2,391)	2,016	945
Community Wellbeing	14,717	37,677	(22,960)	10,610	2,552
City Works and Assets	20,166	62,455	(42,289)	4,681	1,841,045
Chief Executive Division	1,183	12,150	(10,967)	48	8,352
Unattributed	-	-	-	-	-
	199,904	188,501	11,403	20,050	2,050,781

	Income	Expenses	Surplus/ (Deficit)	Grants included in income	Total assets
	\$'000	\$'000	\$'000	\$'000	\$'000
2019					
Corporate Business and Finance	165,521	71,736	93,785	19,907	178,150
Planning and Placemaking	13,047	14,429	(1,382)	870	1,778
Community Wellbeing	14,771	34,182	(19,411)	10,147	133,751
City Works and Assets	23,987	58,476	(34,489)	3,547	1,596,416
Chief Executive Division	1,818	14,399	(12,581)	-	177,400
Unattributed	-	-	-	-	-
	219,144	193,222	25,922	34,471	2,087,495

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 3 Funding for the delivery of our services

3.1 Rates and charges

Council uses Net Annual Value as the basis of valuation of all properties within the municipal district. The NAV of a property is its imputed rental value.

The valuation base used to calculate general rates for 2019/20 was \$2,783 million (2018/19 \$3,042 million) with the decrease in the rate base resulting the annual general revaluation of land for rating.

The 2019/20 rate in the NAV dollar was 3.9952436 cents. The 2018/19 rate in the NAV dollar was 3.5309992 cents.

	2020 \$'000	2019 \$'000
General rates	81,363	79,864
Commercial	22,419	20,203
Industrial	6,977	7,092
Supplementary rates and rate adjustments	929	824
Garbage bin charges	49	51
Interest on rates and charges	435	457
Total rates and charges	112,172	108,491

The date of the latest general revaluation of land for rating purposes within the municipal district was 1 January 2020, and the valuation will be first applied in the rating year commencing 1 July 2020. Revaluations will be performed annually in accordance with updated Valuation legislation.

Annual rates and charges are recognised as revenues when Council issues annual rates notices. Supplementary rates are recognised when a valuation and reassessment is completed and a supplementary rates notice issued.

3.2 Statutory fees and fines

	2020 \$'000	2019 \$'000
Infringements and costs*	12,656	15,139
Court recoveries	3,525	3,328
Fees - parking meters/ticket machines*	9,992	11,121
Permits	1,879	1,832
Total statutory fees and fines	28,052	31,420

Some parking meter and ticket machine income has been reclassified in the comparative period.

*Statutory fees and fines income declined during the year due to a reduction in parking and parking infringement income as a result of reduced traffic flow through the municipality and the relaxing of parking restrictions to ensure the community could appropriately access essential services throughout the COVID-19 pandemic.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council 2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 3 Funding for the delivery of our services (Cont'd)	2020	2019
	\$'000	\$'000
3.3 User fees		
Leisure centres and golf course fees*	7,779	10,119
Child care/children's program fees	2,841	2,729
Town planning fees	4,022	3,275
Registration fees	1,533	1,478
Pre schools	179	176
Aged services fees	200	203
Road occupation permit fees	4,113	4,793
Library fees and fines	59	125
Footpath advertising & display	742	704
Building services fees	213	214
Valuation fees/supplementary charges	188	436
Kerb market fees	199	242
Land information certificates	125	166
Local laws fines	771	966
Rent	1,258	1,753
Permits - Bins and Skips	226	228
After School Program	156	176
Vacation Care Program	17	(51)
Report and Consent Fees	180	186
Road and Drainage Inspection Fees	900	844
Hall hire	185	437
Asset Protection Permits	238	206
Occupation area permit fees	267	320
Other fees and charges	656	621
Total user fees	27,047	30,346

User fees are recognised as revenue at a point in time, or over time, when (or as) the performance obligation is satisfied. Recognition is based on the underlying contractual terms.

*Leisure centre and golf course fee income has declined during the year as a result of a number of Council run leisure and recreation facilities closing in accordance with State Government lockdown measures to address the COVID-19 pandemic.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 3 Funding for the delivery of our services (Cont'd)

3.4 Funding from other levels of government	2020	2019
Grants were received in respect of the following :	\$'000	\$'000
Summary of grants		
Commonwealth funded grants	10,171	8,909
State funded grants	9,879	25,562
Total grants received	20,050	34,471
(a) Operating Grants	2020	2019
Recurrent - Commonwealth Government	\$'000	\$'000
Financial Assistance Grants - general purpose	2,078	2,070
Family & Child Services	4,850	4,982
Aged care Services	2,262	1,559
Other	40	7
Recurrent - State Government		
Aged care Services	812	1,997
School crossing supervisors	321	308
Library	710	693
Maternal and child health	812	470
Family & Child Services	721	-
Community safety	122	93
Other	19	70
Total recurrent operating grants	12,747	12,249
Non-recurrent - Commonwealth Government		
Environmental planning	1,019	282
Non-recurrent - State Government		
Community health	-	80
Family and children	160	240
Other	293	(2)
Total non-recurrent operating grants	1,472	600
Total Operating Grants	14,219	12,849
(b) Capital Grants	2020	2019
Recurrent - Commonwealth Government	\$'000	\$'000
Roads to recovery	259	161
Recurrent - State Government		
Local Roads	418	388
Road Safety	-	355
Total recurrent capital grants	677	904
Non-recurrent - Commonwealth Government		
Roads - Black Spot funding	683	22
Other	-	108
Non-recurrent - State Government		
Buildings	2,158	19,645
Roads	915	-
Open Space	1,245	-
Other	153	943
Total non-recurrent capital grants	5,154	20,718
Total Capital Grants	5,831	21,622
Total Grants	20,050	34,471

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 3 Funding for the delivery of our services (Cont'd)

3.4 Funding from other levels of government (Cont'd)

	2020	2019
	\$'000	\$'000
(c) Unspent grants received on condition that they be spent in a specific manner		
Balance at start of year	21,063	1,236
Received during the financial year and remained unspent at balance date	3,926	21,063
Received in prior years and spent during the financial year	(4,350)	(1,236)
Balance at year end	<u>20,639</u>	<u>21,063</u>

Grant income is recognised at the point in time when the council satisfies its performance obligations as specified in the underlying agreement.

3.5 Contributions

	2020	2019
	\$'000	\$'000
(a) Monetary		
Resort and recreation fees*	7,558	6,344
Road maintenance/works (other)	168	535
Open space and planning	120	-
Park rental	74	220
Other	228	52
Total contributions	<u>8,148</u>	<u>7,151</u>
	2020	2019
	\$'000	\$'000
(b) Non-monetary		
Land	-	2,250
Total contributions	<u>8,148</u>	<u>9,401</u>

Monetary and non monetary contributions are recognised as revenue when Council obtains control over the contributed asset.

*Resort and recreation fees received during the year and not spent are transferred to reserves pursuant to section 18 of the Subdivision Act 1988, (Resort and Recreation Reserve) (Note 9.1).

3.6 Net gain/(loss) on disposal of property, infrastructure, plant and equipment

	2020	2019
	\$'000	\$'000
Plant & Equipment		
Proceeds from sale of assets	177	373
Written down value of assets sold/disposed	(633)	(11,549)
Profit/(loss) on sale/disposal of property, plant and equipment	<u>(456)</u>	<u>(11,176)</u>
Discontinued Roads		
Proceeds from sale of assets	2,069	180
Written down value of assets sold/disposed	-	-
Profit/(loss) on sale/disposal of discontinued roads	<u>2,069</u>	<u>180</u>
Summary		
Proceeds from sale of assets	2,246	553
Written down value of assets sold/disposed	(633)	(11,549)
Total net gain/(loss) on disposal of property, infrastructure, plant and equipment	<u>1,613</u>	<u>(10,996)</u>

The profit or loss on sale of an asset is determined when control of the asset has passed to the buyer.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 3 Funding for the delivery of our services (Cont'd)

	2020	2019
	\$'000	\$'000
3.7 Other income		
Interest	1,127	1,504
Victorian Electoral Commission fines	18	18
Hall Hire	63	100
Waste Management	127	152
Venues and events	52	127
Strategic Planning	116	51
Early Years Unit	-	420
Disadvantaged Accessibility	-	108
Leisure Services	46	87
Valuations	406	130
Reimbursements Road Reinstatements	88	335
Reimbursements Legal Fees	110	178
Reimbursements Recycling	3	76
Reimbursements Open space planning	18	156
Reimbursements Planning development	150	280
Other	728	499
Total other income	3,052	4,221

Interest is recognised as it is earned.

Other income is measured at the fair value of the consideration received or receivable and is recognised when Council gains control over the right to receive the income.

Note 4 The cost of delivering services

	2020	2019
	\$'000	\$'000
4.1 (a) Employee costs		
Wages and salaries	64,875	59,751
WorkCover	364	332
Casual staff	6,013	5,788
Superannuation	6,887	6,503
Fringe benefits tax	215	105
Agency staff (external)	3,792	5,292
Other	7,855	6,039
Total employee costs	90,001	83,810

(b) Superannuation

Council made contributions to the following funds:

	2020	2019
	\$'000	\$'000
Defined benefit fund		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	368	428
	368	428
Accumulation funds		
Employer contributions to Local Authorities Superannuation Fund (Vision Super)	3,186	3,164
Employer contributions - other funds	3,333	2,910
	6,519	6,074

Refer to note 9.3 for further information relating to Council's superannuation obligations.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 4 The cost of delivering services (Cont'd)

4.2 Materials and services	2020	2019
	\$'000	\$'000
Materials and services	22,694	22,371
Aged services contract payments	1,401	1,767
Waste services contract payments	4,363	4,122
Open space contract payments	2,847	2,713
Recycling contract payments	3,480	2,555
Bushland tree maintenance contract payments	1,451	1,477
Street cleaning services contract payments	3,076	2,865
Other contract payments	7,977	5,912
Legal settlement costs	79	3,538
Building maintenance	3,800	4,591
General maintenance	5,359	4,287
Utilities	3,533	3,435
Information technology	2,916	3,131
Insurance	1,372	1,862
Consultants	2,610	2,282
Total materials and services	66,958	66,908
4.3 Depreciation	2020	2019
	\$'000	\$'000
Property	2,780	2,795
Plant and equipment	5,356	5,401
Infrastructure	14,427	14,113
Total depreciation	22,563	22,309
<i>Refer to note 6.2 for a more detailed breakdown of depreciation and amortisation charges and accounting policy.</i>		
4.4 Amortisation - Right of use assets	2020	2019
	\$'000	\$'000
Equipment	965	-
Total Amortisation - Right of use assets	965	-

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 4 The cost of delivering services (Cont'd)

4.5 Bad and doubtful debts	2020	2019
	\$'000	\$'000
Parking infringement debtors	5,030	5,709
Other debtors	308	-
Total bad and doubtful debts	5,338	5,709

Movement in provisions for doubtful debts

Balance at the beginning of the year	32,641	26,965
New provisions recognised during the year	5,338	5,709
Amounts already provided for and written off as uncollectible	(45)	(33)
Balance at end of year	37,934	32,641

Provision for doubtful debt is recognised based on an expected credit loss model. This model considers both historic and forward looking information in determining the level of impairment.

4.6 Borrowing costs	2020	2019
	\$'000	\$'000
Interest - Borrowings	1,922	2,181
Total borrowing costs	1,922	2,181

Borrowing costs are recognised as an expense in the period in which they are incurred, except where they are capitalised as part of a qualifying asset constructed by Council.

4.7 Finance Costs - Leases	2020	2019
	\$'000	\$'000
Interest - Lease Liabilities	165	-
Total finance costs	165	-

4.8 Other expenses	2020	2019
	\$'000	\$'000
Auditors' remuneration - VAGO - audit of the financial statements, performance statement and grant acquittals	76	69
Auditors' remuneration - Internal	198	140
Councillors' allowances	316	306
Total other expenses	590	515

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council 2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position

5.1 Financial assets	2020	2019
(a) Cash and cash equivalents	\$'000	\$'000
Cash on hand	11,788	2,551
Cash at bank	10	11
Term deposits	82,940	85,091
Total cash and cash equivalents	94,738	87,653

Council's cash and cash equivalents are subject to external restrictions that limit amounts available for discretionary use. These include:

Trust funds and deposits (Note 5.3)	12,677	12,691
Public open space / parking reserves (note 9.1b)	14,845	7,878
Total restricted funds	27,522	20,569
Total unrestricted cash and cash equivalents	67,216	67,084

Intended allocations

Although not externally restricted the following amounts have been allocated for specific future purposes by Council:

- Cash held to fund carried forward capital works	7,067	6,105
- Capital Grant Funding	19,085	19,200
- Other Grant Carry Overs	931	3,000
Total funds subject to intended allocations	27,083	28,305

Cash and cash equivalents include cash on hand, deposits at call, and other highly liquid investments with original maturities of 90 days or less, net of outstanding bank overdrafts.

Other financial assets are valued at fair value, at balance date. Term deposits are measured at original cost. Any unrealised gains and losses on holdings at balance date are recognised as either a revenue or expense.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council 2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.1 Financial assets (Cont'd)

	2020	2019
(b) Trade and other receivables	\$'000	\$'000
Current		
Rates debtors*	9,826	5,561
Parking infringement debtors	42,615	36,745
Provision for doubtful debts - infringements	(36,866)	(31,881)
Non statutory receivables		
Other debtors	5,575	3,494
Provision for doubtful debts - other debtors	(1,068)	(760)
Workcover	-	9
GST recoverable from ATO	1,539	1,629
Total trade and other receivables	21,621	14,797

Short term receivables are carried at invoice amount. A provision for doubtful debts is recognised when there is objective evidence that an impairment has occurred. Long term receivables are carried at amortised cost using the effective interest rate method.

*The balance of Rates debtors outstanding has increased compared to the comparative period as a result of the introduction of Council's COVID-19 hardship policy to provide additional assistance for those ratepayers experiencing financial hardship as a result of the COVID-19 pandemic. Under this policy, Council are providing increased payment flexibility to support cases of hardship.

(c) Ageing of Receivables	2020	2019
	\$'000	\$'000
The ageing of the Council's trade and other receivables (excluding statutory receivables) that are not impaired was:		
Past due by up to 30 days	2,980	2,970
Past due between 31 and 180 days	2,222	178
Past due between 181 and 365 days	1,839	11
Past due by more than 1 year	73	191
Total trade and other receivables	7,114	3,350

(d) Ageing of individually impaired Receivables

At balance date, other debtors representing financial assets with a nominal value of \$37.9m (2019: \$32.6m) were impaired. The amount of the provision raised against these debtors was \$5.3m (2019: \$5.7m). They individually have been impaired as a result of their doubtful collection. Many of the long outstanding past due amounts have been lodged with Council's debt collectors or are on payment arrangements.

	2020	2019
	\$'000	\$'000
The ageing of receivables that have been individually determined as impaired at reporting date was:		
Current (not yet due)	143	435
Past due by up to 30 days	54	529
Past due between 31 and 180 days	641	1,896
Past due between 181 and 365 days	669	2,849
Past due by more than 1 year	36,427	26,932
Total trade & other receivables	37,934	32,641

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.2 Non-financial assets	2020	2019
(a) Inventories	\$'000	\$'000
Inventories held for distribution	165	129
Total inventories	165	129

Inventories held for distribution are measured at cost, adjusted when applicable for any loss of service potential. All other inventories, including land held for sale, are measured at the lower of cost and net realisable value. Where inventories are acquired for no cost or nominal consideration, they are measured at current replacement cost at the date of acquisition.

(b) Other assets	2020	2019
	\$'000	\$'000
Prepayments	1,080	562
Accrued income	15	58
Total other assets	1,095	620

5.3 Payables

(a) Trade and other payables	2020	2019
	\$'000	\$'000
Current		
Trade payables	11,735	7,967
Superannuation	-	34
Accrued expenses	3,655	1,732
	15,390	9,733

Non-current		
Accrued Expenses	2,645	2,955
Total trade and other payables	18,035	12,688

(b) Trust funds and deposits	2020	2019
	\$'000	\$'000
Current		
Drainage works deposits	30	30
Leased Properties	31	29
Refundable deposits	6,370	6,480
Fire services levy	5,461	5,563
Other refundable deposits	97	195
Income in advance	314	157
	12,303	12,454

Non-current		
Other Liabilities	374	237
Total trust funds and deposits	12,677	12,691

(c) Unearned income	2020	2019
	\$'000	\$'000
Grants received in advance - operating	2,166	-
Grants received in advance - capital	199	-
Total unearned income	2,365	-

In accordance with the introduction of new revenue recognition requirements under Australian Accounting Standards, Council has recorded revenue received during the year that has associated performance obligations that are yet to be met as unearned income. Due to this being a new standard effective from 1 July 2019, there is no balance for the comparative period.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.3 Payables (Cont'd)

Amounts received as deposits and retention amounts controlled by Council are recognised as trust funds until they are returned, transferred in accordance with the purpose of the receipt, or forfeited. Trust funds that are forfeited, resulting in council gaining control of the funds, are to be recognised as revenue at the time of forfeit.

Purpose and nature of items

Refundable deposits - Deposits are taken by council as a form of surety in a number of circumstances, including in relation to building works, tender deposits, contract deposits and the use of civic facilities.

Fire Service Levy - Council is the collection agent for the fire services levy on behalf of the State Government. Council remits amounts received on a quarterly basis. Amounts disclosed here will be remitted to the state government in line with that process.

Retention Amounts - Council has a contractual right to retain certain amounts until a contractor has met certain requirements or a related warrant or defect period has elapsed. Subject to the satisfactory completion of the contractual obligations, or the elapsing of time, these amounts will be paid to the relevant contractor in line with Council's contractual obligations.

5.4 Interest-bearing liabilities	2020	2019
	\$'000	\$'000
Current		
Loans - secured*	1,270	1,218
	1,270	1,218
Non-current		
Loans - secured*	41,203	42,473
	41,203	42,473
Total	42,473	43,691

* Borrowings are secured by way of mortgages over the general rates of Council.

Borrowings are initially measured at fair value, being the cost of the interest bearing liabilities, net of transaction costs. The measurement basis subsequent to initial recognition depends on whether the Council has categorised its interest-bearing liabilities as either financial liabilities designated at fair value through the profit and loss, or financial liabilities at amortised cost. Any difference between the initial recognised amount and the redemption value is recognised in net result over the period of the borrowing using the effective interest method.

The classification depends on the nature and purpose of the interest bearing liabilities. The Council determines the classification of its interest bearing liabilities at initial recognition.

(a) The maturity profile for Council's borrowings is:	2020	2019
	\$'000	\$'000
Not later than one year	1,270	1,218
Later than one year and not later than five years	38,081	37,674
Later than five years	3,122	4,799
	42,473	43,691

Borrowings are initially measured at fair value, being the cost of the interest bearing liabilities, net of transaction costs. The measurement basis subsequent to initial recognition depends on whether the Council has categorised its interest-bearing liabilities as either financial liabilities designated at fair value through the profit and loss, or financial liabilities at amortised cost. Any difference between the initial recognised amount and the redemption value is recognised in net result over the period of the borrowing using the effective interest method.

The classification depends on the nature and purpose of the interest bearing liabilities. The Council determines the classification of its interest bearing liabilities at initial recognition.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.5 Provisions

	Employee	
	\$ '000	
2020		
Balance at beginning of the financial year	14,551	
Additional provisions	6,392	
Amounts used	(4,536)	
Change in the discounted amount arising because of time and the effect of any change in the discount rate	380	
Balance at the end of the financial year	<u>16,787</u>	
2019		
Balance at beginning of the financial year	14,607	
Additional provisions	4,368	
Amounts used	(4,774)	
Change in the discounted amount arising because of time and the effect of any change in the discount rate	350	
Balance at the end of the financial year	<u>14,551</u>	
	2020	2019
	\$'000	\$'000
(a) Employee provisions		
Current provisions expected to be wholly settled within 12		
Annual leave	4,750	3,971
TOIL	61	88
Long service leave	1,139	364
	<u>5,950</u>	<u>4,423</u>
Current provisions expected to be wholly settled after 12		
Annual leave	1,583	1,222
Long service leave	7,987	7,513
	<u>9,570</u>	<u>8,735</u>
Total current employee provisions	<u>15,520</u>	<u>13,158</u>
Non-current		
Long service leave	1,267	1,393
Total non-current employee provisions	<u>1,267</u>	<u>1,393</u>
Aggregate carrying amount of employee provisions:		
Current	15,520	13,158
Non-current	1,267	1,393
Total aggregate carrying amount of employee provisions	<u>16,787</u>	<u>14,551</u>

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.5 Provisions (Cont'd)

The calculation of employee costs and benefits includes all relevant on-costs and are calculated as follows at reporting date.

Wages and salaries and annual leave

Liabilities for wages and salaries, including non-monetary benefits, annual leave and accumulated sick leave expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits in respect of employee services up to the reporting date, classified as current liabilities and measured at their nominal values.

Liabilities that are not expected to be wholly settled within 12 months of the reporting date are recognised in the provision for employee benefits as current liabilities, measured at the present value of the amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

Long service leave

Liability for long service leave (LSL) is recognised in the provision for employee benefits. LSL is measured at present value. Unconditional LSL is disclosed as a current liability. Conditional LSL that has been accrued, where an employee is yet to reach a qualifying term of employment, is disclosed as a non-current liability.

The following assumptions were adopted in measuring the present value of long term employee benefits

	2020	2019
Weighted average increase in employee costs	1.50%	2.00%
Weighted average discount rates	0.67%	1.21%
Weighted average settlement period	5 Years	5 years

5.6 Financing arrangements

The Council has the following funding arrangements in place as at 30 June 2020.

	2020	2019
	\$'000	\$'000
Bank overdraft	10,000	10,000
Credit card facilities	495	495
Total facilities	<u>10,495</u>	<u>10,495</u>
Used facilities	(96)	(249)
Unused facilities	<u>10,399</u>	<u>10,246</u>

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.7 Commitments

The Council has entered into the following commitments. Commitments are not recognised in the Balance Sheet. Commitments are disclosed at their nominal value and presented inclusive of the GST payable.

	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
2020					
Operating					
Street cleaning services	3,161	3,215	3,270	-	9,646
Garbage collection and recycling	5,876	3,651	3,129	-	12,656
Open space management	2,494	877	-	-	3,371
Information systems & technology	3,285	-	-	-	3,285
Insurances	2,517	-	-	-	2,517
Cleaning contracts for Council buildings	1,202	532	544	555	2,833
Total	18,535	8,275	6,943	555	34,308
Capital					
Buildings	875	-	-	-	875
Total	19,410	8,275	6,943	555	35,183

	Not later than 1 year	Later than 1 year and not later than 2 years	Later than 2 years and not later than 5 years	Later than 5 years	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
2019					
Operating					
Street cleaning services	2,728	2,791	5,776	-	11,295
Garbage collection and recycling*	7,440	4,179	6,298	-	17,917
Open space management	4,414	3,116	-	-	7,530
Information systems & technology	3,285	-	-	-	3,285
Cleaning contracts for Council buildings	1,414	298	-	-	1,712
Home Care	1,520	639	-	-	2,159
Insurances	1,321	1,321	-	-	2,642
Total	22,122	12,344	12,074	-	46,540
Capital					
Construction works	3,410	-	-	-	3,410
Total	25,532	12,344	12,074	-	49,950

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.8 Leases

Policy applicable before 1 July 2019

As a lessee, council classifies leases as operating or finance leases based on its assessment of whether the lease transferred significantly all of the risks and rewards incidental to ownership of the underlying asset to council.

Operating lease payments, including any contingent rentals, were recognised as an expense in the comprehensive income statement on a straight-line basis over the lease term, except where another systematic basis is more representative of the time pattern of the benefits derived from the use of the leased asset. The leased asset was not recognised in the balance sheet.

All incentives for the agreement of a new or renewed operating lease were recognised as an integral part of the net consideration agreed for the use of the leased asset, irrespective of the incentive's nature or form or the timing of payments.

In the event that lease incentives were received to enter into operating leases, the aggregate cost of incentives were recognised as a reduction of rental expense over the lease term on a straight-line basis, unless another systematic basis was more representative of the time pattern in which economic benefits from the leased asset were consumed.

Policy applicable after 1 July 2019

Council has applied *AASB 16 Leases* using a modified retrospective approach with the cumulative effect of initial application recognised as an adjustment to the opening balance of accumulated surplus at 1 July 2019, with no restatement of comparative information. The council applied the approach consistently to all leases in which it is a lessee.

On transition to *AASB 16 Leases*, Council elected to apply the practical expedient to 'grandfather' the assessment of which transactions are leases. The council has applied this practical expedient to all of its contracts and therefore applied *AASB 16 Leases* only to contracts that were previously identified as leases.

At inception of a contract, all entities would assess whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To identify whether a contract conveys the right to control the use of an identified asset, it is necessary to assess whether:

- The contract involves the use of an identified asset;
- The customer has the right to obtain substantially all of the economic benefits from use of the asset throughout the period of use; and
- The customer has the right to direct the use of the asset.

This policy is applied to contracts entered into, or changed, on or after 1 July 2019.

As a lessee, Council recognises a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost which comprises the initial amount of the lease liability adjusted for:

- any lease payments made at or before the commencement date less any lease incentives received; plus
- any initial direct costs incurred; and
- an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. The estimated useful lives of right-of-use assets are determined on the same basis as those of property, plant and equipment. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain measurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be readily determined, an appropriate incremental borrowing rate. Generally, Council uses an appropriate incremental borrowing rate as the discount rate.

Lease payments included in the measurement of the lease liability comprise the following:

- Fixed payments
- Variable lease payments that depend on an index or a rate, initially measured using the index or rate as at the commencement date;
- Amounts expected to be payable under a residual value guarantee; and
- The exercise price under a purchase option that Council is reasonably certain to exercise, lease payments in an optional renewal period if Council is reasonably certain to exercise an extension option, and penalties for early termination of a lease unless Council is reasonably certain not to terminate early.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or is recorded in profit or loss if the carrying amount of the right-of-use asset has been reduced to zero.

Council has elected to apply the temporary option available under *AASB 16 Leases* which allows not-for-profit entities to not measure right-of-use assets at initial recognition at fair value in respect of leases that have significantly below-market terms.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.8 Leases (Cont'd)

<i>Right-of-Use Assets</i>	Plant and	Total
	\$'000	\$'000
Balance at 1 July 2019	2,998	2,998
Additions	274	274
Amortisation charge	(965)	(965)
Balance at 30 June 2020	<u>2,307</u>	<u>2,307</u>

<i>Lease Liabilities</i>	2020
	\$'000
Maturity analysis - contractual undiscounted cash	1,129
Less than one year	1,629
One to five years	-
More than five years	-
Total undiscounted lease liabilities as at 30 June:	<u>2,758</u>

Lease liabilities included in the Balance Sheet at 30 June:

Current	851
Non-current	1,539
Total lease liabilities	<u>2,390</u>

Short-term and low value leases

Council has elected not to recognise right-of-use assets and lease liabilities for short-term leases of machinery that have a lease term of 12 months or less and leases of low-value assets (individual assets worth less than existing capitalisation thresholds for a like asset up to a maximum of AUD\$10,000), including IT equipment. Council recognises the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

	2020
Expenses relating to:	\$'000
Short-term leases	110
Leases of low value assets	10
Total	<u>120</u>
Variable lease payments (not included in measurement of lease liabilities)	-

Non-cancellable lease commitments - Short-term and low-value leases

Commitments for minimum lease payments for short-term and low-value leases are payable as follows:

Payable:	
Within one year	3
Later than one year but not later than five years	3
Total lease commitments	<u>6</u>

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 5 Our financial position (Cont'd)

5.8 Leases (Cont'd)

i. Leases classified as operating leases under AASB 117 Leases

At transition, lease liabilities were measured at the present value of the remaining lease payments, discounted at Council's incremental borrowing rate as at 1 July 2019. Right-of-use assets are measured at an amount equal to the lease liability, adjusted by the amount of any prepaid or accrued lease payments. Council applied this approach to all applicable leases.

Council used the following practical expedients when applying AASB 16 Leases to leases previously classified as operating leases under AASB 117 Leases.

- Applied a single discount rate to a portfolio of leases with similar characteristics.
- Adjusted the right-of-use assets by the amount of AASB 137 Provisions, Contingent Liabilities and Contingent Assets onerous contract provision immediately before the date of initial application, as an alternative to an impairment review.
- Applied the exemption not to recognise right-of-use assets and liabilities for leases with less than 12 months of lease term.
- Used hindsight when determining the lease term if the contract contains options to extend or terminate the lease.

ii. Leases previously classified as finance leases

For leases that were classified as finance leases under AASB 117 Leases, the carrying amount of the right-of-use asset and the lease liability at 1 July 2019 are determined at the carrying amount of the lease asset and lease liability under AASB 117 Leases immediately before that date.

Council is not required to make any adjustments on transition to AASB 16 Leases for leases in which it acts as a lessor, except for a sub-lease. Council accounted for its leases in accordance with AASB 16 Leases from the date of initial application.

Impact on financial statements

On transition to AASB 16 Leases, Council recognised an additional \$2.99m of right-of-use assets and \$2.99m of lease liabilities, recognising the difference in retained earnings.

When measuring lease liabilities, Council discounted lease payments using its incremental borrowing rate at 1 July 2019. The weighted-average rate applied is 6%.

	2019
	\$'000
Operating lease commitment at 30 June 2019 as disclosed in Council's financial statements	3,884
Finance lease liability recognised as at 30 June 2019	<u>3,884</u>
- Recognition exemption for:	
short-term leases	(142)
leases of low-value assets	(16)
- Lease liabilities for non-council assets	(141)
- GST excluded on finance lease recognised	(326)
- Operating lease identified 30 June 2019 not disclosed in Council's financial statement	72
- Adjustment to the Net Present Value of lease identified at 30 June 2019	<u>(333)</u>
	<u>(886)</u>
- Lease liabilities recognised as at 1 July 2019	<u>2,998</u>

Note 6 Assets we manage

6.1 Non current assets classified as held for sale

In 2019/20 and 2018/19 no non-current assets were classified as held for sale.

Non-current assets classified as held for sale (including disposal groups) are measured at the lower of its carrying amount and fair value less costs of disposal, and are not subject to depreciation. Non-current assets, disposal groups and related liabilities and assets are treated as current and classified as held for sale if their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable and the asset's sale (or disposal group sale) is expected to be completed within 12 months from the date of classification.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment

Summary of property, infrastructure, plant and equipment

	At Fair Value 30 June 2019 \$'000	Additions \$'000	Contributions \$'000	Revaluation \$'000	Depreciation \$'000	Disposal \$'000	Write-off \$'000	Transfers \$'000	WIP \$'000	At Fair Value 30 June 2020 \$'000
Land	997,611	-	-	(74,470)	-	-	-	-	-	923,141
Buildings	202,191	9,055	-	(10,580)	(2,780)	(539)	-	(5,352)	1,657	193,652
Plant and Equipment	32,778	8,253	-	-	(5,356)	(82)	-	1,530	915	38,038
Infrastructure	751,481	12,938	-	25,827	(14,427)	-	-	(1,041)	1,241	776,019
	1,984,061	30,246	-	(59,223)	(22,563)	(621)	-	(4,863)	3,813	1,930,850

Summary of Work in Progress

	Opening WIP \$'000	Additions \$'000	Write-off \$'000	Transfers \$'000	Closing WIP \$'000
Buildings	2,783	1,657	-	(2,783)	1,657
Plant and equipment	671	915	-	(671)	915
Infrastructure	1,409	1,241	-	(1,409)	1,241
Total	4,863	3,813	-	(4,863)	3,813

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment (Cont'd)

(a) Property

	Land - specialised	Land - non specialised	Land improvements	Total Land & Land Improvements	Heritage buildings	Buildings - specialised	Buildings - non specialised	Building improvements	Leasehold improvements	Total Buildings	Work In Progress	Total Property
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
At fair value 1 July 2019	901,529	83,902	12,180	997,611	-	282,385	-	-	-	282,385	2,783	1,282,779
Accumulated depreciation at 1 July 2019	-	-	-	-	-	(82,977)	-	-	-	(82,977)	-	(82,977)
	901,529	83,902	12,180	997,611	-	199,408	-	-	-	199,408	2,783	1,199,802
Movements in fair value												
Additions	-	-	-	-	-	9,055	-	-	-	9,055	1,657	10,712
Contributions	-	-	-	-	-	-	-	-	-	-	-	-
Revaluation	(62,305)	(12,165)	-	(74,470)	-	(10,580)	-	-	-	(10,580)	-	(85,050)
Disposal	-	-	-	-	-	(539)	-	-	-	(539)	-	(539)
Write-off	-	-	-	-	-	-	-	-	-	-	-	-
Transfers	(96,828)	96,828	-	-	-	(2,569)	-	-	-	(2,569)	(2,783)	(5,352)
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-	-
	(159,133)	84,663	-	(74,470)	-	(4,633)	-	-	-	(4,633)	(1,126)	(80,229)
	Land - specialised	Land - non specialised	Land improvements	Total Land & Land Improvements	Heritage buildings	Buildings - specialised	Buildings - non specialised	Building improvements	Leasehold improvements	Total Buildings	Work In Progress	Total Property
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Movements in accumulated depreciation												
Depreciation and amortisation	-	-	-	-	-	(2,968)	-	-	-	(2,968)	-	(2,968)
Accumulated depreciation of disposals	-	-	-	-	-	188	-	-	-	188	-	188
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	(2,780)	-	-	-	(2,780)	-	(2,780)
At fair value 30 June 2020	742,396	168,565	12,180	923,141	-	277,752	-	-	-	277,752	1,657	1,202,550
Accumulated depreciation at 30 June 2020	-	-	-	-	-	(85,757)	-	-	-	(85,757)	-	(85,757)
	742,396	168,565	12,180	923,141	-	191,995	-	-	-	191,995	1,657	1,116,793

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment (Cont'd)

(b) Plant and Equipment

	Heritage plant and equipment	Motor Vehicles	Plant machinery and equipment	Irrigation and sprinkler systems	Street furniture	Parks and gardens furniture and equipment	Playground equipment	Fencing	Mobile garbage bins/recycling crates	Computers and Mobile Phones	Office furniture and equipment	Library books	Work In Progress	Total plant and equipment
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
At fair value 1 July 2019	4,943	5,499	8,242	3,124	17,872	12,284	1,949	2,220	3,074	19,646	13,101	8,696	671	101,321
Accumulated depreciation at 1 July 2019	(332)	(2,877)	(5,317)	(1,618)	(12,711)	(6,919)	(1,195)	(1,901)	(2,509)	(16,498)	(10,299)	(6,367)	-	(68,543)
	4,611	2,622	2,925	1,506	5,161	5,365	754	319	565	3,148	2,802	2,329	671	32,778
Movements in fair value														
Additions	30	879	71	892	754	1,241	1,196	128	70	2,173	201	618	915	9,168
Contributions	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Revaluation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Disposal	-	(82)	-	-	-	-	-	-	-	-	-	-	-	(82)
Write-off	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	(373)	-	-	3,267	-	-	-	-	(693)	-	(671)	1,530
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	30	797	(302)	892	754	4,508	1,196	128	70	2,173	(492)	618	244	10,616
Movements in accumulated depreciation														
Depreciation and amortisation	(53)	(906)	(607)	(158)	(471)	(402)	(160)	(51)	(87)	(1,749)	(366)	(576)	-	(5,586)
Accumulated depreciation of disposals	-	230	-	-	-	-	-	-	-	-	-	-	-	230
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	(53)	(676)	(607)	(158)	(471)	(402)	(160)	(51)	(87)	(1,749)	(366)	(576)	-	(5,356)
At fair value 30 June 2020	4,973	6,296	7,940	4,016	18,626	16,792	3,145	2,348	3,144	21,819	12,609	9,314	915	111,937
Accumulated depreciation at 30 June 2020	(385)	(3,553)	(5,924)	(1,776)	(13,182)	(7,321)	(1,355)	(1,952)	(2,596)	(18,247)	(10,665)	(6,943)	-	(73,899)
	4,588	2,743	2,016	2,240	5,444	9,471	1,790	396	548	3,572	1,944	2,371	915	38,038

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment (Cont'd)

(c) Infrastructure

	Roads	Footpaths and cycleways	Drainage	Kerb and channel	Bridges	Lanes	Trees and Tree Infrastructure	Work In Progress	Total Infrastructure
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
At fair value 1 July 2019	430,934	145,965	129,857	140,995	5,146	90,771	7,319	1,409	952,396
Accumulated depreciation at 1 July 2019	(79,526)	(21,846)	(54,116)	(26,407)	(2,602)	(16,418)	-	-	(200,915)
	351,408	124,119	75,741	114,588	2,544	74,353	7,319	1,409	751,481
Movements in fair value									
Additions	6,502	2,541	1,668	2,126	101	-	-	1,241	14,179
Contributions	-	-	-	-	-	-	-	-	-
Revaluation	5,563	2,337	11,160	3,513	-	3,254	-	-	25,827
Disposal	-	-	-	-	-	-	-	-	-
Write-off	-	-	-	-	-	-	-	-	-
Transfers	-	368	-	-	-	-	-	(1,409)	(1,041)
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-
	12,065	5,246	12,828	5,639	101	3,254	-	(168)	38,965
Movements in accumulated depreciation									
Depreciation and amortisation	(6,306)	(2,989)	(1,265)	(2,820)	(51)	(996)	-	-	(14,427)
Accumulated depreciation of disposals	-	-	-	-	-	-	-	-	-
Impairment losses recognised in operating result	-	-	-	-	-	-	-	-	-
Transfers	-	-	-	-	-	-	-	-	-
	(6,306)	(2,989)	(1,265)	(2,820)	(51)	(996)	-	-	(14,427)
At fair value 30 June 2020	442,999	151,211	142,685	146,634	5,247	94,025	7,319	1,241	991,361
Accumulated depreciation at 30 June 2020	(85,832)	(24,835)	(55,381)	(29,227)	(2,653)	(17,414)	-	-	(215,342)
	357,167	126,376	87,304	117,407	2,594	76,611	7,319	1,241	776,019

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment (Cont'd)

Acquisition

The purchase method of accounting is used for all acquisitions of assets, being the fair value of assets provided as consideration at the date of acquisition plus any incidental costs attributable to the acquisition. Fair value is the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date.

Where assets are constructed by Council, cost includes all materials used in construction, direct labour, borrowing costs incurred during construction, and an appropriate share of directly attributable variable and fixed overheads.

In accordance with Council's policy, the threshold limits have applied when recognising assets within an applicable asset class and unless otherwise stated are consistent with the prior year.

	Depreciation Period	Threshold Limit \$'000
Asset recognition thresholds and depreciation periods		
Land & land improvements		
land	Nil	Nil
land improvements	Nil	10
Buildings		
buildings	100 years	10
building and leasehold improvements	100 years	10
Plant and Equipment		
heritage plant and equipment	100 years	Nil
plant, machinery and equipment	7 - 10 years	0.5
furniture, equipment & computers	3 - 10 years	0.5
library books	6 - 7 years	0.5
library audio and visual	4 years	Nil
Infrastructure		
roads - substructure	120 years	50
roads - seal	20 years	15
footpaths - substructure	75 years	25
footpaths - seal	30 years	15
kerb & channel	50 years	25
drains	120 years	25
bridges	120 years	25
lanes - substructure	120 years	50
lanes- seal	50 years	15
mobile garbage bins/recycling crates	10 years	0.5
irrigation & sprinkler systems	10 years	0.5
street furniture	20 years	0.5
parks & gardens furniture & equipment	20 years	0.5
playground equipment	10 years	0.5

Land under roads

Council recognises land under roads it controls at fair value.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment (Cont'd)

Depreciation and amortisation

Buildings, land improvements, plant and equipment, infrastructure, and other assets having limited useful lives are systematically depreciated over their useful lives to the Council in a manner which reflects consumption of the service potential embodied in those assets. Estimates of remaining useful lives and residual values are made on a regular basis with major asset classes reassessed annually. Depreciation rates and methods are reviewed annually.

Where assets have separate identifiable components that are subject to regular replacement, these components are assigned distinct useful lives and residual values and a separate depreciation rate is determined for each component.

Road earthworks are not depreciated on the basis that they are assessed as not having a limited useful life.

Straight line depreciation is charged based on the residual useful life as determined each year.

Depreciation periods used are listed above and are consistent with the prior year unless otherwise stated.

Repairs and maintenance

Where the repair relates to the replacement of a component of an asset and the cost exceeds the capitalisation threshold the cost is capitalised and depreciated. The carrying value of the replaced asset is expensed.

Valuation of land and buildings

Valuations of land and buildings were undertaken by a qualified independent valuer, Westlink Consulting, under the supervision of William J Graham, City Valuer, A.V.L.E (Vals), Qualified Valuer. The valuation of buildings was replacement cost less accumulated depreciation and was applied as at 30 June 2020. The valuation of land is at fair value, being market value based on highest and best use permitted by relevant land planning provisions. Where building use is restricted through existing planning provisions the valuation is reduced to reflect this limitation. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Specialised land is valued at fair value using site values adjusted for englobo (undeveloped and/or unserviced) characteristics, access rights and private interests of other parties and entitlements of infrastructure assets and services. This adjustment is an unobservable input in the valuation. The adjustment has no impact on the comprehensive income statement.

Any significant movements in the unobservable inputs for land and land under roads will have a significant impact on the fair value of these assets.

The date of the current valuation is detailed in the following table.

Details of the Council's land and buildings and information about the fair value hierarchy as at 30 June 2020 are as follows:

	Level 1 \$'000	Level 2 \$'000	Level 3 \$'000	Date of Valuation
Land - Non specialised	-	168,565	-	June 2020
Land - Specialised	-	-	742,396	June 2020
Buildings - Specialised	-	-	191,995	June 2020
Total	-	168,565	934,391	

COVID-19 impact on valuations

The impact the COVID-19 pandemic has had on the fundamental valuation inputs remains to be seen. However, given the current lack of observable transactions, it is not possible to reliably determine whether the COVID-19 pandemic has caused a significant or material impact on valuations. In addition, Buildings and Infrastructure assets are predominantly valued according to depreciated replacement costs which are largely unaffected by the COVID-19 pandemic. Therefore, Council believes that the valuations as disclosed in these financial statements are a true reflection of fair value as at 30 June 2020.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 6 Assets we manage (Cont'd)

6.2 Property, infrastructure, plant and equipment (Cont'd)

Valuation of infrastructure

Valuation of infrastructure assets - Roads, Footpaths, Lanes, Kerb and Channel - was undertaken by Jim Vokolos, B.Eng. (Civil), Qualified Engineer. The valuations are at replacement costs less accumulated depreciation and were first applied as at 30 June 2020.

The date of the current valuation is detailed in the following table.

The valuation is at fair value based on replacement cost less accumulated depreciation as at the date of valuation.

Details of the Council's infrastructure and information about the fair value hierarchy as at 30 June 2020 are as follows:

	Level 1 \$'000	Level 2 \$'000	Level 3 \$'000	Date of Valuation
Roads	-	-	357,167	June 2020
Bridges	-	-	2,594	June 2013
Footpaths, Lanes and Kerb and Channel	-	-	320,394	June 2020
Drainage	-	-	87,304	June 2020
Trees	-	-	7,319	June 2004
Total	-	-	774,778	

Description of significant unobservable inputs into level 3 valuations

Specialised land and land under roads is valued using a market based direct comparison technique. Significant unobservable inputs include the extent and impact of restriction of use and the market cost of land per square metre. The extent and impact of restrictions on use varies and results in a reduction to surrounding land values between 15% and 30%. The market value of land varies significantly depending on the location of the land and the current market conditions. Currently land values range between \$600 and \$6000 per square metre.

Specialised buildings are valued using a depreciated replacement cost technique. Significant unobservable inputs include the current replacement cost and remaining useful lives of buildings. Current replacement costs is calculated on a square metre basis and ranges from \$140 to \$26,000 per square metre. The remaining useful lives of buildings are determined on the basis of the current condition of buildings and are currently at 100 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of buildings are sensitive to changes in expectations or requirements that could either shorten or extend the useful lives of buildings.

Infrastructure assets are valued based on the depreciated replacement cost. Significant unobservable inputs include the current replacement cost and remaining useful lives of infrastructure. The remaining useful lives of infrastructure assets are determined on the basis of the current condition of the asset and vary from 20 years to 120 years. Replacement cost is sensitive to changes in market conditions, with any increase or decrease in cost flowing through to the valuation. Useful lives of infrastructure are sensitive to changes in use, expectations or requirements that could either shorten or extend the useful lives of infrastructure assets.

	2020 \$'000	2019 \$'000
6.3 Investments in associates, joint arrangements and subsidiaries		
Council's carrying value (at cost) of investment in Regional Kitchens P/L, incorporating RFK P/L (Trading as Community Chef)	-	230
Municipal Association Purchasing Scheme (Procurement Australia)	5	5
Total investments	5	235

RFK P/L (Trading as Community Chef) shares forfeited in 2019/20 financial year.
Impairment loss is recognised due to share forfeiture has been recognised in 2019/20 at nil consideration and the carrying amount has been reduced to zero.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 7 People and relationships

7.1 Council and key management remuneration

(a) Related Parties

Parent entity

Yarra City Council is the parent entity.

Subsidiaries and Associates

Interests in subsidiaries and associates are detailed in Note 6.3.

(b) Key Management Personnel

Details of persons holding the position of Councillor or other members of key management personnel at any time during the year are:

Councillors	Cr Danae Bosler (Mayor)	1 July 2019 – 28 November 2019
	Cr Danae Bosler	28 November 2019 – 30 June 2020
	Cr Misha Coleman (Deputy Mayor)	1 July 2019 – 28 November 2019
	Cr Misha Coleman (Mayor)	28 November 2019 – 30 June 2020
	Cr Mi-Lin Chen Yi Mei	1 July 2019 – 28 November 2019
	Cr Mi-Lin Chen Yi Mei (Deputy Mayor)	28 November 2019 – 30 June 2020
	Cr Daniel Nguyen	1 July 2019 - 30 June 2020
	Cr Amanda Stone	1 July 2019 - 30 June 2020
	Cr Bridgid O'Brien	1 July 2019 - 30 June 2020
	Cr Jackie Fristack	1 July 2019 - 30 June 2020
	Cr James Searle	1 July 2019 - 30 June 2020
	Cr Stephen Jolly	1 July 2019 - 30 June 2020

Chief Executive Officer & other Key Management Personnel

Chief Executive Officer	Vijaya Vaidyanath	
Director Corporate, Business & Finance	Diarmuid McAlary	
Director City Works & Assets	Chris Leivers	
Director Community Wellbeing	Lucas Gosling	
Acting Director Community Wellbeing	Felicity Macchion	18 May 2020 - 30 June 2020
Director, Planning & Placemaking	Bruce Phillips	
Group Manager, CEO's Office	Ivan Gilbert	
Group Manager, People and Culture	Gracie Karabinis	

	2020	2019
	No.	No.
Total Number of Councillors	9	10
Total of Chief Executive Officer and other Key Management Personnel	8	9
Total Number of Key Management Personnel	17	19

(c) Remuneration of Key Management Personnel

Total remuneration of key management personnel was as follows:

	2020	2019
	\$'000	\$'000
Short-term benefits*	2,342	2,133
Long-term benefits**	238	253
Total	2,580	2,386

* Short term benefits for the purpose of this disclosure include base salary, vehicle allowances, movements in short-term accrued leave entitlements and councillor allowances.

** Long term benefits for the purpose of this disclosure include movements in long-term accrued, leave entitlements and superannuation.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council 2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 7 People and relationships (Cont'd)

7.1 Council and key management remuneration (Cont'd)

The numbers of key management personnel whose total remuneration** from Council and any related entities, fall within the following bands:

	2020 No.	2019 No.
\$1 - \$9,999	-	1
\$20,000 - \$29,999	7	6
\$30,000 - \$39,999	-	1
\$50,000 - \$59,999	1	1
\$60,000 - \$69,999	1	1
\$70,000 - \$79,999	-	2
\$140,000 - \$149,999	-	1
\$170,000 - \$179,999	1	1
\$200,000 - \$209,999	1	-
\$210,000 - \$219,999	1	1
\$220,000 - \$229,999	-	1
\$230,000 - \$239,999	1	-
\$260,000 - \$269,999	-	1
\$270,000 - \$279,999	2	1
\$280,000 - \$289,999	1	-
\$380,000 - \$389,999	1	1
	17	19

Key management personnel (KMP) include the councillors, the CEO and the Executive Management Team.

** Total remuneration for the purpose of this disclosure includes base salary, vehicle allowances, superannuation, and councillor allowances. Non-cash benefits including movements in accrued leave entitlements are excluded.

(d) Senior Officer Remuneration

A Senior Officer is an officer of Council, other than Key Management Personnel, who:

- a) has management responsibilities and reports directly to the Chief Executive; or
- b) whose total annual remuneration exceeds \$151,000

The number of Senior Officers are shown below in their relevant income bands:

Income Range:	2020 No.	2019 No.
\$151,000 - \$159,999	2	-
\$160,000 - \$169,999	3	4
\$170,000 - \$179,999	6	2
\$180,000 - \$189,999	1	5
\$190,000 - \$199,999	3	-
\$220,000 - \$229,999	1	-
	16	11

Total Remuneration for the reporting year for Senior Officers included above, amounted to: 3,018 2,869

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 7 People and relationships (Cont'd)

7.1 Council and key management remuneration (Cont'd)

(e) Other Officer Remuneration

Other officers whose annual remuneration exceeds \$151,000.

	2020 No.	2019 No.
Income Range:		
\$151,000 - \$159,999	6	6
\$160,000 - \$169,999	6	5
\$170,000 - \$179,999	-	2
\$180,000 - \$189,999	1	2
\$190,000 - \$199,999	1	-
\$220,000 - \$229,999	1	-
\$230,000 - \$239,999	1	-
	16**	18

Total remuneration for the reporting year for Other Officers included above, amounted to: 2,903 2,543

*Note that the comparative for 2019 has changed, to include all officers with remuneration greater than the threshold for 2018-19 which was \$148,000. Prior year numbers originally only included those officers with managerial responsibilities who exceeded this threshold.

**The reported number of other officers in higher banding brackets for the 2019/20 financial year is due to remuneration entitlements paid to officers on leaving Council. As such, the above table is not an accurate reflection of the number of officers employed by Council at such salary levels on an ongoing basis.

7.2 Related party disclosure

(a) Transactions with related parties

During the period Council did not enter into transactions with related parties.

(b) Outstanding balances with related parties

There were no balances outstanding at the end of the reporting period in relation to transactions with related parties.

(c) Loans to/from related parties

There were no loans in existence at balance date that have been made, guaranteed or secured by the council to a related party.

(d) Commitments to/from related parties

There were no commitments in existence at balance date that have been made, guaranteed or secured by the council to a related party.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 8 Managing uncertainties

8.1 Contingent assets and liabilities

(a) Contingent assets

Operating lease receivables

The Council has entered into commercial property leases on parts of its investment property, consisting of surplus freehold office complexes. These properties held under operating leases have remaining non-cancellable lease terms of between 1 and 10 years. All leases include a CPI based revision of the rental charge annually.

Future undiscounted minimum rentals receivable under non-cancellable operating leases are as follows:

	2020	2019
	\$'000	\$'000
Not later than one year	580	934
Later than one year and not later than five years	352	1,133
Later than five years	-	1,532
	932	3,599

(b) Contingent liabilities

Contingent assets and contingent liabilities are not recognised in the Balance Sheet, but are disclosed and if quantifiable, are measured at nominal value. Contingent assets and liabilities are presented inclusive of GST receivable or payable, respectively.

(i) arising from Public Liability

As a local authority Council manage parks, reserves, roads, and other land holdings and, as a result, receive potential claims arising from incidents which occur on land managed by Council. There are a number of outstanding claims against Council in this regard. Council carries \$300 million of public liability insurance and an excess of \$50,000 on this policy in 2019/20. Therefore, the maximum liability of Council in any single claim is the extent of its excess. The primary insurer is LMI Insurance. There are no claims of which Council is aware which would fall outside the terms of Council's policy.

(ii) arising from Professional Indemnity

As a local authority with statutory regulatory responsibilities, including the responsibility of issuing permits and approvals, Council receives potential claims for damages arising from actions of Council or its officers. Council carries \$300 million of professional indemnity insurance and an excess of \$50,000 on this policy in 2019/20. Therefore, the maximum liability of Council in any single claim is the extent of its excess. The primary insurer is LMI Insurance. There are no instances or claims of which Council is aware which would fall outside the terms of Council's policy.

(iii) Superannuation

Council has obligations under a defined benefit superannuation scheme that may result in the need to make additional contributions to the scheme, matters relating to this potential obligation are outlined below. As a result of the volatility in financial markets the likelihood of making such contributions in future periods exists.

Future superannuation contributions

In addition to the disclosed contributions, Council has not paid unfunded liability payments to Vision Super during 2019/20. There were no contributions outstanding and no loans issued from or to the above schemes as at 30 June 2020. At this point in time it is not known if additional contributions will be required, the timing or potential amount.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 8 Managing uncertainties (Cont'd)

8.2 Change in accounting standards

The following new AAS's have been issued that are not mandatory for the 30 June 2020 reporting period. Council has assessed these pending standards and has identified the following potential impacts will flow from the application of these standards in future reporting periods.

AASB 1059 Service Concession Arrangements: Grantors (AASB 1059) (applies 2020/21 for LG Sector)

AASB 1059 addresses the accounting for a service concession arrangement by a grantor that is a public sector entity by prescribing the accounting for the arrangement from the grantor's perspective. It requires the grantor to:

- recognise a service concession asset constructed, developed or acquired from a third party by the operator, including an upgrade to an existing asset of the grantor, when the grantor controls the asset;
- reclassify an existing asset (including recognising previously unrecognised identifiable intangible assets and land under roads) as a service concession asset when it meets the criteria for recognition as a service concession asset;
- initially measure a service concession asset constructed, developed or acquired by the operator or reclassified by the grantor at current replacement cost in accordance with the cost approach to fair value in AASB 13 *Fair Value Measurement*. Subsequent to the initial recognition or reclassification of the asset, the service concession asset is accounted for in accordance with AASB 116 *Property, Plant and Equipment* or AASB 138 *Intangible Assets*, as appropriate, except as specified AASB 1059;
- recognise a corresponding liability measured initially at the fair value (current replacement cost) of the service concession asset, adjusted for any other consideration between the grantor and the operator; and
- disclose sufficient information to enable users of financial statements to understand the nature, amount, timing and uncertainty of assets, liabilities, revenue and cash flows arising from service concession arrangements.

Based on the Council's current assessment, there is expected to be no impact on the transactions and balances recognised in the financial statements as the Council is not a grantor in a service concession arrangement.

AASB 2018-7 Amendments to Australian Accounting Standards - Definition of Material (applies 2020/21 for LG Sector)

The Standard principally amends AASB 101 *Presentation of Financial Statements* and AASB 108 *Accounting Policies, Changes in Accounting Estimates and Errors*. The amendments refine the definition of material in AASB 101. The amendments clarify the definition of material and its application by improving the wording and aligning the definition across AASB Standards and other publications. The impacts on the local government sector are expected to be minimal.

AASB 2019-1 Amendments to Australian Accounting Standards - References to the Conceptual Framework (applies 2020/21 for LG Sector)

This Standard sets out amendments to Australian Accounting Standards, Interpretations and other pronouncements to reflect the issuance of the Conceptual Framework for Financial Reporting (Conceptual Framework) by the AASB. The impacts on the local government sector are expected to be minimal.

8.3 Financial instruments

(a) Objectives and policies

The Council's principal financial instruments comprise cash assets, term deposits, receivables (excluding statutory receivables), payables (excluding statutory payables) and bank borrowings. Details of the significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognised, in respect of each class of financial asset, financial liability and equity instrument is disclosed in the notes of the financial statements. Risk management is carried out by senior management under policies approved by the Council. These policies include identification and analysis of the risk exposure to Council and appropriate procedures, controls and risk minimisation.

(b) Market risk

Market risk is the risk that the fair value or future cash flows of council financial instruments will fluctuate because of changes in market prices. The Council's exposure to market risk is primarily through interest rate risk with only insignificant exposure to other price risks and no exposure to foreign currency risk.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 8 Managing uncertainties (Cont'd)

8.3 Financial instruments (Cont'd)

Interest rate risk

Interest rate risk refers to the risk that the value of a financial instrument or cash flows associated with the instrument will fluctuate due to changes in market interest rates. Council's interest rate liability risk arises primarily from long term loans and borrowings at fixed rates which exposes council to fair value interest rate risk / Council does not hold any interest bearing financial instruments that are measured at fair value, and therefore has no exposure to fair value interest rate risk. Cash flow interest rate risk is the risk that the future cash flows of a financial instrument will fluctuate because of changes in market interest rates. Council has minimal exposure to cash flow interest rate risk through its cash and deposits that are at floating rates.

Investment of surplus funds is made with approved financial institutions under the *Local Government Act 1989*. Council manages interest rate risk by adopting an investment policy that ensures:

- diversification of investment product;
- monitoring of return on investment; and
- benchmarking of returns and comparison with budget.

There has been no significant change in the Council's exposure, or its objectives, policies and processes for managing interest rate risk or the methods used to measure this risk from the previous reporting period.

Interest rate movements have not been sufficiently significant during the year to have an impact on the Council's year end result.

(c) Credit risk

Credit risk is the risk that a contracting entity will not complete its obligations under a financial instrument and cause Council to make a financial loss. Council have exposure to credit risk on some financial assets included in the balance sheet. Particularly significant areas of credit risk exist in relation to outstanding fees and fines as well as loans and receivables from sporting clubs and associations. To help manage this risk:

- council have a policy for establishing credit limits for the entities council deal with;
- council may require collateral where appropriate; and
- council only invest surplus funds with financial institutions which have a recognised credit rating specified in council's investment policy.

Receivables consist of a large number of customers, spread across the ratepayer, business and government sectors. Credit risk associated with the council's financial assets is minimal because the main debtor is secured by a charge over the rateable property. Council does however carry a level of risk associated with its parking infringement debtors, given ongoing collection issues experienced with Fines Victoria.

There are no material financial assets which are individually determined to be impaired.

Council may also be subject to credit risk for transactions which are not included in the balance sheet, such as when Council provide a guarantee for another party. Details of our contingent liabilities are disclosed in Note 8.1(b).

The maximum exposure to credit risk at the reporting date to recognised financial assets is the carrying amount, net of any provisions for impairment of those assets, as disclosed in the balance sheet and notes to the financial statements. Council does not hold any collateral.

(d) Liquidity risk

Liquidity risk includes the risk that, as a result of council's operational liquidity requirements it will not have sufficient funds to settle a transaction when required or will be forced to sell a financial asset at below value or may be unable to settle or recover a financial asset. To help reduce these risks Council:

- have a liquidity policy which targets a minimum and average level of cash and cash equivalents to be maintained;
- have readily accessible standby facilities and other funding arrangements in place;
- have a liquidity portfolio structure that requires surplus funds to be invested within various bands of liquid instruments;
- monitor budget to actual performance on a regular basis; and
- set limits on borrowings relating to the percentage of loans to rate revenue and percentage of loan principal repayments to rate revenue.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 8 Managing uncertainties (Cont'd)

8.3 Financial instruments (Cont'd)

The Council's maximum exposure to liquidity risk is the carrying amounts of financial liabilities as disclosed on the face of the balance sheet and the amounts related to financial guarantees disclosed in Note 8.1(c), and is deemed insignificant based on prior periods' data and current assessment of risk.

There has been no significant change in Council's exposure, or its objectives, policies and processes for managing liquidity risk or the methods used to measure this risk from the previous reporting period.

With the exception of borrowings, all financial liabilities are expected to be settled within normal terms of trade. Details of the maturity profile for borrowings are disclosed at Note 5.4.

Unless otherwise stated, the carrying amounts of financial instruments reflect their fair value.

(e) Sensitivity disclosure analysis

Taking into account past performance, future expectations, economic forecasts, and management's knowledge and experience of the financial markets, Council believes the following movements are 'reasonably possible' over the next 12 months:

- A parallel shift of -0.08% and -0.15% in market interest rates (AUD) from year-end rates.

These movements will not have a material impact on the valuation of Council's financial assets and liabilities, nor will they have a material impact on the results of Council's operations.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 8 Managing uncertainties (Cont'd)

8.4 Fair value measurement

Fair value hierarchy

Council's financial assets and liabilities are not valued in accordance with the fair value hierarchy. Council's financial assets and liabilities are measured at amortised cost.

Council measures certain assets and liabilities at fair value where required or permitted by Australian Accounting Standards. *AASB 13 Fair value measurement*, aims to improve consistency and reduce complexity by providing a definition of fair value and a single source of fair value measurement and disclosure requirements for use across Australian Accounting Standards.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within a fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities

Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable; and

Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For the purpose of fair value disclosures, Council has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above.

In addition, Council determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

Revaluation

Subsequent to the initial recognition of assets, non-current physical assets, other than plant and equipment, are measured at their fair value, being the price that would be received to sell an asset (or paid to transfer a liability) in an orderly transaction between market participants at the measurement date. At balance date, the Council reviewed the carrying value of the individual classes of assets measured at fair value to ensure that each asset materially approximated its fair value. Where the carrying value materially differed from the fair value at balance date, the class of asset was revalued.

Fair value valuations are determined in accordance with a valuation hierarchy. Changes to the valuation hierarchy will only occur if an external change in the restrictions or limitations of use of an asset result in changes to the permissible or practical highest and best use of the asset. In addition, Council undertakes a formal revaluation of land, buildings, and infrastructure assets on a regular basis ranging from 1 to 5 years. The valuation is performed either by experienced council officers or independent experts.

Where the assets are revalued, the revaluation increments are credited directly to the asset revaluation reserve except to the extent that an increment reverses a prior year decrement for that class of asset that had been recognised as an expense in which case the increment is recognised as revenue up to the amount of the expense. Revaluation decrements are recognised as an expense except where prior increments are included in the asset revaluation reserve for that class of asset in which case the decrement is taken to the reserve to the extent of the remaining increments. Within the same class of assets, revaluation increments and decrements within the year are offset.

Impairment of assets

At each reporting date, the Council reviews the carrying value of its assets to determine whether there is any indication that these assets have been impaired. If such an indication exists, the recoverable amount of the asset, being the higher of the asset's fair value less costs of disposal and value in use, is compared to the assets carrying value. Any excess of the assets carrying value over its recoverable amount is expensed to the comprehensive income statement, unless the asset is carried at the revalued amount in which case, the impairment loss is recognised directly against the revaluation surplus in respect of the same class of asset to the extent that the impairment loss does not exceed the amount in the revaluation surplus for that same class of asset.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020**Note 8 Managing uncertainties (Cont'd)****8.5 Events occurring after balance date**

The COVID-19 pandemic has had a significant impact on the operations of Council. In line with government restrictions, Council was required to close a number of facilities throughout the second half of the financial year and made a number of changes in order to best support the local community. The financial implications of these closures and changes have been reflected in the results for the 2019/20 financial year and appropriate commentary on these implications has been included throughout the financial statements. Council introduced a COVID-19 hardship policy as well as a community and economic support package, targeted at providing greater levels of support for those members of the community experiencing financial hardship. It is not anticipated that the application of these enhanced measures will impact Council's ability to continue as a going concern.

In July 2020, the Victorian State Government imposed further lockdown restrictions on the state as a result of a second wave of the COVID-19 pandemic commencing. Due to the inherent uncertainty surrounding the duration of such restrictions it is not possible for Council to estimate the full impact on Council's operations, financial position and cashflow at this point in time. This being the case it is not considered practical to provide quantitative or qualitative estimates on the potential financial impacts of the second wave at this time. Accordingly, no adjustments have been made at balance date to reflect ongoing uncertainties surrounding the COVID-19 pandemic.

Council will continue to monitor both the financial and non-financial impacts of COVID-19 on its operations and has put in place mitigating strategies where possible to ensure Council is well positioned to respond to future events whilst continuing as a going concern.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 9 Other matters

	Balance at beginning of reporting period \$'000	Increment (decrement) \$'000	Share of increment (decrement) on revaluation of <name asset class> by an associate \$'000	Balance at end of reporting period \$'000
9.1 Reserves				
(a) Asset revaluation reserves				
2020				
Property				
Land	790,791	(74,470)	-	716,321
Buildings	39,472	(10,580)	-	28,892
Heritage buildings	2,860	-	-	2,860
	833,123	(85,050)	-	748,073
Infrastructure				
Road Substructure	194,229	8,217	-	202,446
Road Seal	12,503	(2,653)	-	9,850
Footpaths Substructure	59,871	1,573	-	61,444
Footpaths Seal	36,495	764	-	37,259
Drains	19,903	11,160	-	31,063
Bridges	1,000	-	-	1,000
Lane Substructure	21,881	1,385	-	23,266
Lane Seal	43,403	1,869	-	45,272
Kerb and channel	107,048	3,512	-	110,560
Open space	27	-	-	27
Trees	13	-	-	13
Art, Heritage and Culture	44	-	-	44
	496,417	25,827	-	522,244
Total asset revaluation reserves	1,329,540	(59,223)	-	1,270,317
2019				
Property				
Land	790,652	139	-	790,791
Buildings	39,831	(359)	-	39,472
Heritage buildings	2,860	-	-	2,860
	833,343	(220)	-	833,123
Infrastructure				
Road Substructure	156,958	37,271	-	194,229
Road Seal	10,693	1,810	-	12,503
Footpaths Substructure	54,316	5,555	-	59,871
Footpaths Seal	28,770	7,725	-	36,495
Drains	3,609	16,294	-	19,903
Bridges	1,000	-	-	1,000
Lane Substructure	15,608	6,273	-	21,881
Lane Seal	45,636	(2,233)	-	43,403
Kerb and channel	96,858	10,190	-	107,048
Open space	27	-	-	27
Trees	13	-	-	13
Art, Heritage and Culture	44	-	-	44
	413,532	82,885	-	496,417
Total asset revaluation reserves	1,246,875	82,665	-	1,329,540

The asset revaluation reserve is used to record the increased (net) value of Council's assets over time.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 9 Other matters (Cont'd)

9.1 Reserves (Cont'd)

	Balance at beginning of reporting period \$'000	Transfer from accumulated surplus \$'000	Transfer to accumulated surplus \$'000	Balance at end of reporting period \$'000
(b) Other reserves				
2020				
Statutory Reserves				
Resort and recreation (i)	7,799	(591)	7,558	14,766
Parking (ii)	79	-	-	79
Total Statutory Reserves	7,878	(591)	7,558	14,845
General Reserves				
General reserve (iii)	-	-	-	-
Total General Reserves	-	-	-	-
Total Other reserves	7,878	(591)	7,558	14,845
2019				
Statutory Reserves				
Resort and recreation (i)	3,517	(2,062)	6,344	7,799
Parking (ii)	79	-	-	79
Total Statutory Reserves	3,596	(2,062)	6,344	7,878
General Reserves				
General reserve (iii)	20,100	(20,100)	-	-
Total General Reserves	20,100	(20,100)	-	-
Total Other reserves	23,696	(22,162)	6,344	7,878

(i) Resort and Recreation reserve relates to contributions received as Public Open Space Levies pursuant to the provisions of Section 18 of the *Subdivision Act 1988*. The reserve will be used to fund eligible open space capital works projects. In 2019/20 the following projects and amounts were acquitted from the Public Open Space Reserve:

Condell Street Reserve	\$89K
Browns Reserve	\$67K
Gahan Reserve	\$177K
Alphington Park	\$1K
Alphington Park Oval	\$120K
Burnley Park Oval	\$120K
Edinburgh Gardens	\$17K
Total	\$591K

(ii) Parking reserve relates to contributions received in lieu of the provision of parking spaces required for property developments. This reserve will be used in the provision of additional car parking spaces as required.

(iii) General reserve relates to unrestricted Council expenditure for a range of possible open space capital works projects. The balance of this reserve has been previously remitted and as such was transferred to retained earnings during the period.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 9 Other matters (Cont'd)

	2020	2019
9.2 Reconciliation of cash flows from operating activities to surplus/(deficit)	\$'000	\$'000
Surplus/(deficit) for the year	11,403	25,922
Depreciation	22,563	22,309
Amortisation	965	-
Finance costs	2,087	2,181
Open space contributed assets (refer Note 3.5)	-	(2,250)
(Profit)/loss on disposal of non current assets (refer to Note 3.6)	(1,613)	10,996
Impairment losses - Investments in associates, joint arrangements and subsidiaries (refer to Note 6.3)	230	-
<i>Change in assets and liabilities:</i>		
(Increase)/decrease in trade and other receivables	(6,782)	1,370
(Increase)/decrease in other assets	(518)	81
Increase/(decrease) in trade and other payables	5,218	3,807
Increase/(decrease) in trust funds	(309)	-
Increase/(decrease) in other liabilities	2,779	1,352
(Increase)/decrease in inventories	(37)	(27)
Increase/(decrease) in provisions	2,236	(51)
Net cash provided by/(used in) operating activities	38,222	65,690

9.3 Superannuation

Council makes the majority of its employer superannuation contributions in respect of its employees to the Local Authorities Superannuation Fund (the Fund). This Fund has two categories of membership, accumulation and defined benefit, each of which is funded differently.

Accumulation

The Fund's accumulation categories, Vision MySuper/Vision Super Saver, receives both employer and employee contributions on a progressive basis. Employer contributions are normally based on a fixed percentage of employee earnings (for the year ended 30 June 2020, this was 9.5% as required under Superannuation Guarantee (SG) legislation).

Defined Benefit

Council does not use defined benefit accounting for its defined benefit obligations under the Fund's Defined Benefit category. This is because the Fund's Defined Benefit category is a pooled multi-employer sponsored plan.

There is no proportional split of the defined benefit liabilities, assets or costs between the participating employers as the defined benefit obligation is a floating obligation between the participating employers and the only time that the aggregate obligation is allocated to specific employers is when a call is made. As a result, the level of participation of Yarra City Council in the Fund cannot be measured as a percentage compared with other participating employers. Therefore, the Fund Actuary is unable to allocate benefit liabilities, assets and costs between employers for the purposes of AASB 119.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 9 Other matters (Cont'd)

9.3 Superannuation (Cont'd)

Funding arrangements

Council makes employer contributions to the Defined Benefit category of the Fund at rates determined by the Trustee on the advice of the Fund Actuary.

As at 30 June 2018, an interim actuarial investigation was held as the Fund provides lifetime pensions in the Defined Benefit category. The vested benefit index (VBI) of the Defined Benefit category of which Council is a contributing employer was 107.1%. The financial assumptions used to calculate the VBIs were:

Net investment returns	6.00%
Salary information	3.50%
Price inflation (CPI)	2.00%

Vision Super has advised that the actual VBI at 30 June 2020 was 104.6%.

The VBI is used as the primary funding indicator. Because the VBI was above 100%, the 30 June 2019 interim actuarial investigation determined the Defined Benefit category was in a satisfactory financial position and that no change was necessary to the Defined Benefit category's funding arrangements from prior years.

Employer contributions

Regular contributions

On the basis of the results of the 2017 full actuarial investigation conducted by the Fund Actuary, Council makes employer contributions to the Fund's Defined Benefit category at rates determined by the Fund's Trustee. For the year ended 30 June 2020, this rate was 9.5% of members' salaries (9.5% in 2018/2019). This rate will increase in line with any increases in the SG contribution rate.

In addition, Council reimburses the Fund to cover the excess of the benefits paid as a consequence of retrenchment above the funded resignation or retirement benefit.

Funding calls

In the event that the Fund Actuary determines that there is a shortfall based on the above requirement, the Fund's participating employers (including Council) are required to make an employer contribution to cover the shortfall.

Using the agreed methodology, the shortfall amount is apportioned between the participating employers based on the pre-1 July 1993 and post-30 June 1993 service liabilities of the Fund's Defined Benefit category, together with the employer's payroll at 30 June 1993 and at the date the shortfall has been calculated.

Due to the nature of the contractual obligations between the participating employers and the Fund, and that the Fund includes lifetime pensioners and their reversionary beneficiaries, it is unlikely that the Fund will be wound up.

If there is a surplus in the Fund, the surplus cannot be returned to the participating employers.

In the event that a participating employer is wound-up, the defined benefit obligations of that employer will be transferred to that employer's successor.

The 2019 interim actuarial investigation surplus amounts

An actuarial investigation is conducted annually for the Defined Benefit category of which Council is a contributing employer. Generally, a full actuarial investigation conducted every three years and interim actuarial investigations are conducted for each intervening year. An interim investigation was conducted as at 30 June 2019 and a full actuarial investigation was conducted as at 30 June 2017.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council 2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

Note 9 Other matters (Cont'd)

9.3 Superannuation (Cont'd)

The Fund's actuarial investigations identified the following for the Defined Benefit category of which Council is a contributing employer:

	2019	2017
	\$m	\$m
- A VBI Surplus	151	70
- A total service liability surplus	233	194
- A discounted accrued benefits surplus	257	229

The VBI surplus means that the market value of the fund's assets supporting the defined benefit obligations exceed the vested benefits that the defined benefit members would have been entitled to if they had all exited on 30 June 2019.

The total service liability surplus means that the current value of the assets in the Fund's Defined Benefit category plus expected future contributions exceeds the value of expected future benefits and expenses as at 30 June 2019.

The discounted accrued benefit surplus means that the current value of the assets in the Fund's Defined Benefit category exceeds the value of benefits payable in the future but accrued in respect of service to 30 June 2019.

Council was notified of the 30 June 2019 VBI during August 2019 (2018: August 2018).

The 2020 interim actuarial investigation

A triennial actuarial investigation is being conducted for the Fund's position as at 30 June 2020. It is anticipated that this actuarial investigation will be completed by 31 December 2020. The financial assumptions for the purposes of this investigation are:

	2020	2017
	Triennial investigation	Triennial investigation
Net investment return	5.6% pa	6.5% pa
Salary inflation	2.5% pa	3.5% pa
	for the first two years and 2.75% pa thereafter	3.5% pa
Price inflation	2.0% pa	2.5% pa

Contributions by Council (excluding any unfunded liability payments) to the above superannuation plans for the financial year ended 30 June 2020 are detailed below:

Scheme	Type of Scheme	Rate	2020 \$,000	2019 \$,000
Vision super	Defined benefit	9.50%	368	428
Vision super	Accumulation fund	9.50%	3,186	3,164

Council has no unfunded liability payments to Vision Super during both 2019/20 and 2018/19 year.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

Notes to the Financial Report for the Year Ended 30 June 2020

10 Change in accounting policy

Council has adopted *AASB 15 Revenue from Contracts with Customers*, *AASB 16 Leases* and *AASB 1058 Income of Not-for-Profit Entities*, from 1 July 2019. This has resulted in changes in accounting policies and adjustments to the amounts recognised in the financial statements.

Due to the transition methods chosen by Council in applying these standards, comparative information throughout these financial statements has not been restated to reflect the requirements of the new standards except in relation to contracts that were not complete at 1 July 2019. The transition impact of these are detailed below.

a) AASB 15 Revenue from Contracts with Customers - Impact of Adoption

AASB 15 Revenue from Contracts with Customers applies to revenue transactions where Council provides services or goods under contractual arrangements.

Council adopted *AASB 15 Revenue from Contracts with Customers* using the modified (cumulative catch up) method. Revenue for 2019 as reported under *AASB 118 Revenue* is not adjusted, because the new standard is only applied from the date of initial application.

AASB 15 Revenue from Contracts with Customers requires revenue from contracts with customers to be recognised as Council satisfies the performance obligations under the contract.

b) AASB 16 Leases

AASB 16 Leases requires right of use assets and related liabilities for all lease agreements to be recognised on the balance sheet. The Statement of Comprehensive Income is to separately recognise the amortisation of the right of use asset, and the finance costs relating to the lease. Council has elected to adopt the modified (cumulative catch up) method under the standard and as such has not adjusted 2019 disclosures. The transition impact of these are detailed below.

c) AASB 1058 Income of Not-for-Profit Entities

AASB 1058 Income of Not-for-Profit Entities applies to income received where no contract is in place. This includes statutory charges (such as rates) as well as most grant agreements.

Council adopted *AASB 1058 Income of Not-for-Profit Entities* using the modified (cumulative catch up) method. Income for 2019 is not adjusted, because the new standard is only applied from the date of initial application.

AASB 1058 Income of Not-for-Profit Entities requires income to be recognised as Council satisfies the performance obligations under the contract.

d) Transition impacts

The following table summarises the impact of transition to the new standards on retained earnings at 1 July 2019.

Council adopted the practical expedient of deeming the lease asset to be equal in value to the lease liability at 1 July 2019. As such there was no impact on retained earnings on the adoption of *AASB 16*

The following table summarises the impacts of transition to the new standards on Council's balance sheet for the year ending 30 June 2019.

Attachment 1 - City of Yarra Annual Financial Statements 2019-20 - Adoption in Principle

Yarra City Council
2019/2020 Financial Report

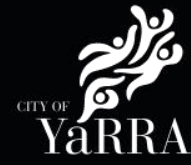
Notes to the Financial Report for the Year Ended 30 June 2020

10 Change in accounting policy (Cont'd)

d) Transition impacts (Cont'd)

	June 2019	Adjustments	Post adoption
	\$'000	\$'000	\$'000
Assets			
Right of use assets	-	2,998	2,998
	-	2,998	2,998
Liabilities			
Lease liability - current	-	(795)	(795)
Lease liability - non-current	-	(2,203)	(2,203)
	-	(2,998)	(2,998)

Yarra City Council Performance Statement 2019/20



Attachment 2 - LGPRF Performance Statement 2019-20

Performance Statement

For the year ended 30 June 2020

REFERENCES

Reg	R
Better Practice	BP

R17(1)	Description of municipality
	<p>The City of Yarra is an inner metropolitan municipality which is home to a diverse community of people. Yarra is one of Australia's smallest inner city municipalities at 19.5 square kilometres, and features lively arts and entertainment precincts, vibrant shopping and café strips, and numerous sports and recreational facilities.</p> <p>Created in June 1994, the City of Yarra merged the former municipalities of: Collingwood; Richmond; Fitzroy; (including the annexed part of Carlton North); Northcote (Alphington & Fairfield: South of Heidelberg Road only).</p> <p>Yarra has a population of 101,945 (at 30 June 2020) and a diverse community profile. Over the previous decade, the City's population had been growing at an average rate of 3.6%, almost double the rate of growth for Victoria. It is estimated that Yarra will continue to grow, with the population predicted to reach 110,512 by 2031.</p>
BP	<p>The COVID-19 pandemic has had a significant impact on our residents, businesses and organisations. In response to such impacts, Council has undertaken a number of measures to provide a heightened level of assistance and support for our local community. This has included the review and Council endorsement of a revised financial hardship policy, providing for greater levels of support through deferrals, on application, for rate payments and fees and charges that will enhance Council's support of our local community through the pandemic.</p> <p>In line with State Government restrictions, Council was required to close its recreation and leisure facilities during the course of the year, and also other public facilities including libraries, halls and golf courses. Whilst Council did its best to reduce operating costs associated with these facilities during the closure period, such services are substantially funded from fee paying clients and as such Council's revenue and operating performance was significantly impacted compared to originally budgeted expectations. Council's financial performance was also impacted by reduced parking and infringement income, stemming from a reduction in traffic flow through the municipality, and the relaxation of parking restrictions to ensure our community had appropriate access to essential services. Such impacts are expected to continue through the recovery phase, and accordingly have been factored into our 2020/21 budget and beyond. Despite these challenges, Council has been able to continuing providing the majority of its integral services to the community, including waste and recycling and a range of community services that take on new importance during these challenging times.</p>

Attachment 2 - LGPRF Performance Statement 2019-20

Sustainable Capacity Indicators

For the year ended 30 June 2020

	<i>Indicator / measure</i>	Results				Material Variations
		2017	2018	2019	2020	
R15(3) Sch3 R16(1) R17(2)	Population <i>Expenses per head of municipal population</i> [Total expenses / Municipal population]	\$1,787.22	\$1,770.11	\$1,953.17	\$1,857.25	Movement immaterial
	<i>Infrastructure per head of municipal population</i> [Value of infrastructure / Municipal population]	\$9,376.85	\$9,355.26	\$10,012.59	\$9,928.65	Movement immaterial
	<i>Population density per length of road</i> [Municipal population / Kilometres of local roads]	292.07	308.41	312.88	323.23	Movement immaterial
	Own-source revenue <i>Own-source revenue per head of municipal population</i> [Own-source revenue / Municipal population]	\$1,735.51	\$1,780.74	\$1,770.97	\$1,691.76	Movement immaterial
	Recurrent grants <i>Recurrent grants per head of municipal population</i> [Recurrent grants / Municipal population]	\$146.45	\$123.34	\$133.50	\$132.26	Movement immaterial
	Disadvantage <i>Relative socio-economic disadvantage</i> [Index of Relative Socio-economic Disadvantage by decile]	8.00	8.00	8.00	8.00	Movement immaterial
	Workforce turnover <i>Percentage of staff turnover</i> [Number of permanent staff resignations and terminations /	22.7%	16.1%	14.0%	10.4%	Council's workforce turnover ratio has progressively decreased and this trend has continued in the current year. This is the result of increasing stability in Council's structure and less turnover in staff as a result. This is a particularly favourable result for 2020 given the current impacts of the COVID-19 pandemic, and it has

Attachment 2 - LGPRF Performance Statement 2019-20

	Average number of permanent staff for the financial year] x100	enabled Council to continue to support the community in the delivery of both essential services and additional services as part of its COVID response.
BP	Definitions "adjusted underlying revenue" means total income other than: (a) non-recurrent grants used to fund capital expenditure; and (b) non-monetary asset contributions; and (c) contributions to fund capital expenditure from sources other than those referred to above "infrastructure" means non-current property, plant and equipment excluding land "local road" means a sealed or unsealed road for which the council is the responsible road authority under the Road Management Act 2004 "population" means the resident population estimated by council "own-source revenue" means adjusted underlying revenue other than revenue that is not under the control of council (including government grants) "relative socio-economic disadvantage", in relation to a municipality, means the relative socio-economic disadvantage, expressed as a decile for the relevant financial year, of the area in which the municipality is located according to the Index of Relative Socio-Economic Disadvantage (Catalogue Number 2033.0.55.001) of SEIFA "SEIFA" means the Socio-Economic Indexes for Areas published from time to time by the Australian Bureau of Statistics on its Internet website "unrestricted cash" means all cash and cash equivalents other than restricted cash.	

Attachment 2 - LGPRF Performance Statement 2019-20

Service Performance Indicators

For the year ended 30 June 2020

	Service / indicator / measure	Results				Material Variations
		2017	2018	2019	2020	
R15(1) Sch3 R16(1)	Aquatic facilities Utilisation <i>Utilisation of aquatic facilities</i> [Number of visits to aquatic facilities / Municipal population]	11.96	9.14	9.23	7.08	Utilisation of Council's aquatic facilities was impacted this year by the closure of all pools in early and late January due to poor air-quality from the bush fires. While from mid-March until 30 June further closures were made in response to the Covid-19 restrictions. While the full impact of the bush fire and Covid-19 closures cannot be quantified, Council had experienced an increase in visitation of 15.72% (69,994 visits) by December 2019, compared to the same period in the previous financial year.
	Animal management Health and safety <i>Animal management prosecutions</i> [Number of successful animal management prosecutions]	New in 2020	New in 2020	New in 2020	100%	Council continues to perform well with all prosecutions ruled in favour of Council. There were 8 prosecutions this year.
	Food safety Health and safety <i>Critical and major non-compliance outcome notifications</i> [Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises] x100	100.00%	99.56%	99.54%	100.00%	Council responds to 100% of critical and major non-compliance outcome notifications. Results less than 100% occur where follow-up inspections are delayed due to closures and re-inspections fall in the next period.
	Governance Satisfaction <i>Satisfaction with council decisions</i> [Community satisfaction rating out of 100 with how council has performed in making decisions in the interest of the community]	67.00	67.00	72.00	71.00	Council's satisfaction score of 71.20 is categorised as good from the 2020 Annual Customer Satisfaction Survey. Previous years' results are also categorised as good using the same survey instrument. The result is underpinned by Council's ongoing commitment to consultation and engagement.

Attachment 2 - LGPRF Performance Statement 2019-20

	Libraries					The temporary closure of all Libraries as of March 2020 had an impact on community access to facilities and the level of loans this year, which underpin this measure. While the full impact of Covid-19 related closures cannot be quantified, the number of active borrowers fell by 10% or 1,826 active borrowers compared to 2018/19. Similarly, while loans were comparable YTD March 2019 and YTD March 2020 (<1% variance), Council saw and 85% decrease in loans for the last quarter, when libraries were closed, when compared to the same period in the previous financial year.
	Participation					
	<i>Active library borrowers in municipality</i>	17.82%	20.72%	19.72%	16.24%	
	[Number of active library borrowers in the last three years / The sum of the population for the last three years] x100					
	Maternal and child health					
	Participation					
	<i>Participation in the MCH service</i>	79.38%	80.41%	82.75%	84.20%	Council makes contact with every family whose details are provided as part of the birth notification process inviting them to participate, offering a first home visit.
	[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100					
	Participation					
	<i>Participation in the MCH service by Aboriginal children</i>	63.41%	79.37%	78.43%	95.65%	Yarra has 23 children enrolled, in past years not all have attended the Council service. During the financial year the Aboriginal and Torres Strait Islander local health provider which also supports this community was without the services of their Maternal and Child Health nurse for a period of time which may have attributed to additional patronage of the Council service.
	[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100					
	Roads					
	Satisfaction					
	<i>Satisfaction with sealed local roads</i>	72.30	72.20	76.50	75.00	Council's satisfaction score of 74.70 is categorised as very good from the 2020 Annual Customer Satisfaction Survey. Previous years' results are also categorised as either good (65.00-72.50) or very good (72.50-77.50) using the same survey instrument.
	[Community satisfaction rating out of 100 with how council has performed on the condition of sealed local roads]					

Attachment 2 - LGPRF Performance Statement 2019-20

	Statutory Planning					
	Decision making					
	<i>Council planning decisions upheld at VCAT</i>	74.07%	77.45%	61.04%	86.00%	The current result indicates a positive trend over the past 4 years. VCAT suspended the hearing of cases that required face to face hearings from the 18 May 2020 in response to Covid-19, in 2019/20 only 50 cases were heard compared to 77 in 2018/19.
	[Number of VCAT decisions that did not set aside council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications] x100					
	Waste Collection					
	Waste diversion					
	<i>Kerbside collection waste diverted from landfill</i>	37.36%	37.73%	37.72%	36.33%	Council continues to promote environmental sustainability and the benefits of recycling. This year there was a slight increase in the amount of waste going to landfill during the 4th quarter, in part attributed to the Covid-19 legislation restricting movements of residents outside of their homes and the closure of on-site dining and social facilities.
	[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100					
BP	Definitions					
	"Aboriginal child" means a child who is an Aboriginal person					
	"Aboriginal person" has the same meaning as in the Aboriginal Heritage Act 2006					
	"active library member" means a member of a library who has borrowed a book from the library					
	"annual report" means an annual report prepared by a council under sections 131, 132 and 133 of the Act					
	"CALD" means culturally and linguistically diverse and refers to persons born outside Australia in a country whose national language is not English					
	"class 1 food premises" means food premises, within the meaning of the <i>Food Act 1984</i> , that have been declared as class 1 food premises under section 19C of that Act					
	"class 2 food premises" means food premises, within the meaning of the <i>Food Act 1984</i> , that have been declared as class 2 food premises under section 19C of that Act					
	"critical non-compliance outcome notification" means a notification received by council under section 19N(3) or (4) of the <i>Food Act 1984</i> , or advice given to council by an authorized officer under that Act, of a deficiency that poses an immediate serious threat to public health					
	"food premises" has the same meaning as in the <i>Food Act 1984</i>					
	"local road" means a sealed or unsealed road for which the council is the responsible road authority under the <i>Road Management Act 2004</i>					
	"major non-compliance outcome notification" means a notification received by a council under section 19N(3) or (4) of the <i>Food Act 1984</i> , or advice given to council by an authorized officer under that Act, of a deficiency that does not pose an immediate serious threat to public health but may do so if no remedial action is taken					
	"MCH" means the Maternal and Child Health Service provided by a council to support the health and development of children within the municipality from birth until school age					

Attachment 2 - LGPRF Performance Statement 2019-20

"population" means the resident population estimated by council

"WorkSafe reportable aquatic facility safety incident" means an incident relating to a council aquatic facility that is required to be notified to the Victorian WorkCover Authority under Part 5 of the *Occupational Health and Safety Act 2004*.

Financial Performance Indicators

For the year ended 30 June 2020

	Dimension / indicator / measure	Results				Forecasts				Material Variations
		2017	2018	2019	2020	2021	2022	2023	2024	
R15(2) Sch3	Efficiency									
R16(1)	Expenditure level									
R16(2)	Expenses per property assessment	\$3,088.70	\$3,196.76	\$3,592.09	\$3,427.30	\$3,588.29	\$3,668.73	\$3,618.58	\$3,622.14	Movement immaterial
R17(2)	[Total expenses / Number of property assessments]									
R17(3)	Revenue level									
	Average rate per property assessment	New in 2020	New in 2020	New in 2020	\$2,030.69	\$2,102.53	\$2,124.14	\$2,146.16	\$2,168.57	New measure in 2019/20, therefore non comparative result.
	[General rates and Municipal charges / Number of property assessments]									
	Liquidity									
	Working capital									
	Current assets compared to current liabilities	150.61%	196.87%	282.25%	246.58%	229.59%	196.96%	192.96%	188.73%	Decline in the indicator for 2019/20 was due to an increase in current liabilities, predominantly driven by change in accounting standards requiring operating leases to be recorded as a liability on Council's balance sheet as well as the recognition of unearned income on contracts where performance obligations have not been satisfied.
	[Current assets / Current liabilities] x100									

Attachment 2 - LGPRF Performance Statement 2019-20

	Unrestricted cash <i>Unrestricted cash compared to current liabilities</i> [Unrestricted cash / Current liabilities] x100	63.57%	96.61%	106.06%	84.14%	44.19%	66.85%	63.36%	76.16%	This indicator declined during the year as a result of reduced cashflow from sources including parking and user fees as a result of the COVID-19 pandemic. After adjusting for cashflow received from open space reserve contributions during the year, which is restricted for future use, Council's overall cash reserves declined and as such so did this indicator
	Obligations Loans and borrowings <i>Loans and borrowings compared to rates</i> [Interest and principle repayments on Interest bearing loans and borrowings / Rate revenue] x100	45.41%	42.80%	40.27%	37.86%	35.67%	31.29%	27.08%	22.93%	Movement immaterial
	Loans and borrowings <i>Loans and borrowings repayments compared to rates</i> [Interest and principal repayments on interest bearing loans and borrowings / Rate revenue] x100	1.49%	3.00%	3.09%	2.80%	30.80%	4.78%	4.65%	4.53%	The forecast ratio increase significantly in 2021 due to Council's obligation to repay one of its loan facilities which falls due. Council intends to borrow to repay this loan, with the new loan repayment terms assumed to be on a principal and interest basis.
	Indebtedness <i>Non-current liabilities compared to own source revenue</i> [Non-current liabilities / Own source revenue] x100	29.39%	26.41%	26.97%	27.39%	26.32%	19.04%	16.17%	13.34%	Movement immaterial

Attachment 2 - LGPRF Performance Statement 2019-20

	Asset renewal and upgrade <i>Asset renewal and upgrade compared to depreciation</i>	New in 2020	New in 2020	New in 2020	120.65%	124.34%	147.04%	117.33%	111.51%	New measure in 2019/20, therefore non comparative result.
	[Asset renewal and upgrade expense / Asset depreciation] x100									
	Operating position Adjusted underlying result <i>Adjusted underlying surplus (or deficit)</i>	6.31%	8.38%	1.51%	-1.02%	-6.44%	1.67%	3.73%	4.36%	Reduction in the ratio for 2019-20 due to the impact of the COVID-19 pandemic on Council's owned sourced income for the year. Both parking and infringement income as well as leisure user fees were well below budget as a result of reduced parking traffic and closure of leisure facilities.
	[Adjusted underlying surplus (deficit) / Adjusted underlying revenue] x100									
	Stability Rates concentration <i>Rates compared to adjusted underlying revenue</i>	58.17%	56.30%	55.53%	60.11%	62.41%	57.13%	57.30%	57.45%	Ratio has increased for 2019-20 due to reduction in adjusted underlying revenue impacted per above.
	[Rate revenue / Adjusted underlying revenue] x100									
	Rates effort <i>Rates compared to property values</i>	0.20%	0.21%	0.18%	0.20%	0.20%	0.20%	0.20%	0.19%	Ratio has increased for 2019-20 due to increase in property values throughout the municipality being less than in prior years.
	[Rate revenue / Capital improved value of rateable properties in the municipality] x100									
BP	Definitions "adjusted underlying revenue" means total income other than: (a) non-recurrent grants used to fund capital expenditure; and (b) non-monetary asset contributions; and (c) contributions to fund capital expenditure from sources other than those referred to above "adjusted underlying surplus (or deficit)" means adjusted underlying revenue less total expenditure									

10 Yarra City Council
Performance Statement 2019-20

Attachment 2 - LGPRF Performance Statement 2019-20

"asset renewal expenditure" means expenditure on an existing asset or on replacing an existing asset that returns the service capability of the asset to its original capability

"current assets" has the same meaning as in the AAS

"current liabilities" has the same meaning as in the AAS

"non-current assets" means all assets other than current assets

"non-current liabilities" means all liabilities other than current liabilities

"non-recurrent grant" means a grant obtained on the condition that it be expended in a specified manner and is not expected to be received again during the period covered by a council's Strategic Resource Plan

"own-source revenue" means adjusted underlying revenue other than revenue that is not under the control of council (including government grants)

"population" means the resident population estimated by council

"rate revenue" means revenue from general rates, municipal charges, service rates and service charges

"recurrent grant" means a grant other than a non-recurrent grant

"residential rates" means revenue from general rates, municipal charges, service rates and service charges levied on residential properties

"restricted cash" means cash and cash equivalents, within the meaning of the AAS, that are not available for use other than for a purpose for which it is restricted, and includes cash to be used to fund capital works expenditure from the previous financial year

"unrestricted cash" means all cash and cash equivalents other than restricted cash.

Attachment 2 - LGPRF Performance Statement 2019-20

Other Information

For the year ended 30 June 2020

BP	1. Basis of preparation
	Council is required to prepare and include a performance statement within its annual report. The performance statement includes the results of the prescribed sustainable capacity, service performance and financial performance indicators and measures together with a description of the municipal district and an explanation of material variations in the results. This statement has been prepared to meet the requirements of the <i>Local Government Act 1989</i> and Local Government (Planning and Reporting) Regulations 2014.
	Where applicable the results in the performance statement have been prepared on accounting bases consistent with those reported in the Financial Statements. The other results are based on information drawn from council information systems or from third parties (e.g. Australian Bureau of Statistics).
	The performance statement presents the actual results for the current year and for the prescribed financial performance indicators and measures, the results forecast by the council's strategic resource plan. The Local Government (Planning and Reporting) Regulations 2014 requires explanation of any material variations in the results contained in the performance statement. Council has adopted materiality thresholds relevant to each indicator and measure and explanations have not been provided for variations below the materiality thresholds unless the variance is considered to be material because of its nature.
	The forecast figures included in the performance statement are those adopted by council in its strategic resource plan on 4 August 2020 and which forms part of the council plan. The strategic resource plan includes estimates based on key assumptions about the future that were relevant at the time of adoption and aimed at achieving sustainability over the long term. Detailed information on the actual financial results is contained in the General Purpose Financial Statements. The strategic resource plan can be obtained by contacting council.

	Retired measures	Result	Result	Result	Comments
	<i>Service / indicator / measure</i>	2017	2018	2019	2020
AM4	Animal Management Health and safety <i>Animal management prosecutions</i> [Number of successful animal management prosecutions]	11	13	14	Retired in 2020 This measure was replaced by AM7 from 1 July 2019.
E1	Efficiency Revenue level <i>Average residential rate per residential property assessment</i> [Residential rate revenue / Number of residential property assessments]	\$1,617.29	\$1,674.29	\$1,727.98	Retired in 2020 This measure was replaced by E4 from 1 July 2019
O1	Obligations Asset renewal <i>Asset renewal compared to depreciation</i> [Asset renewal expense / Asset depreciation] x100	98.77%	102.44%	96.13%	Retired in 2020 This measure was replaced by O5 in 1 July 2019.

Attachment 2 - LGPRF Performance Statement 2019-20

Certification of the Performance Statement

R18(1)	In my opinion, the accompanying performance statement has been prepared in accordance with the <i>Local Government Act 1989</i> and the Local Government (Planning and Reporting) Regulations 2014.
R18(2)	<p>_____ Mark Montague CA CFO and Principal Accounting Officer Dated: 15 September 2020</p> <p>In our opinion, the accompanying performance statement of the Yarra City Council for the year ended 30 June 2020 presents fairly the results of council's performance in accordance with the <i>Local Government Act 1989</i> and the Local Government (Planning and Reporting) Regulations 2014.</p> <p>The performance statement contains the relevant performance indicators, measures and results in relation to service performance, financial performance and sustainable capacity.</p> <p>At the date of signing, we are not aware of any circumstances that would render any particulars in the performance statement to be misleading or inaccurate.</p> <p>We have been authorised by the council and by the Local Government (Planning and Reporting) Regulations 2014 to certify this performance statement in its final form.</p> <p>_____ Cr Misha Coleman Mayor Dated: 15 September 2020</p> <p>_____ Cr James Searle Councillor Dated: 15 September 2020</p> <p>_____ Vijaya Vaidyanath Chief Executive Officer Dated: 15 September 2020</p>

Yarra City Council Report of Operations 2019/20



Attachment 3 - LGPRF Report of Operations 2019-20

REPORT OF OPERATIONS					Comments
Service Performance Indicators Service / indicator / measure	Results 2017	Results 2018	Results 2019	Results 2020	
Aquatic Facilities					
Service standard					
Health inspections of aquatic facilities [Number of authorised officer inspections of Council aquatic facilities / Number of Council aquatic facilities]	4.33	4.00	4.00	4.00	Councils pool inspection results are consistent with previous years and in accordance with its Pool Management Program
Utilisation Utilisation of aquatic facilities [Number of visits to aquatic facilities / Municipal population]	11.96	9.14	9.23	7.08	Utilisation of Council's aquatic facilities was impacted this year by the closure of all pools in early and late January due to poor air-quality from the bush fires. While from mid-March until 30 June further closures were made in response to the Covid-19 restrictions. While the full impact of the bush fire and Covid-19 closures cannot be quantified, Council had experienced an increase in visitation of 15.72% (69,994 visits) by December 2019, compared to the same period in the previous financial year.
Service cost					
Cost of aquatic facilities [Direct cost of aquatic facilities less income received / Number of visits to aquatic facilities]	New in 2020	New in 2020	New in 2020	\$6.39	Utilisation of Councils aquatic facilities was impacted this year by the closure of all pools in early and late January due to poor air-quality, and from mid-March until 30 June in response to the Covid-19 restrictions. These closures attributed to a 30% decrease in projected utilisation which resulted in a significant drop in income. The drop in income and utilisation resulted in a much higher cost per visitation this year. (2018/19 cost \$1.57). <i>Note: From 2020, this measure replaced two previous measures: 'Cost of indoor aquatic facilities' and 'Cost of outdoor aquatic facilities'; see retired measures.</i>
Animal Management					
Timeliness					
Time taken to action animal management requests [Number of days between receipt and first response action for all animal management requests / Number of animal management requests]	2.46	1.89	1.63	1.56	Time taken to action animal management requests remains under 2 days.
Service standard					
Animals reclaimed [Number of animals reclaimed / Number of animals collected] x100	55.49%	52.25%	53.83%	61.37%	The result for the number of animals reclaimed has remained consistent for the previous 3 years. The change in 2019-20 is the result of a definition change to exclude diseased and feral animals.
Animals rehomed [Number of animals rehomed / Number of animals collected] x100	New in 2020	New in 2020	New in 2020	4.67%	New indicator for 2019/20 financial year, that demonstrates Councils commitment to rehoming animals. Calculation is based on the number of animals rehomed as a percentage of total animals collected. <i>Note: New measure for 2019-20 financial year.</i>
Service cost					
Cost of animal management service per population [Direct cost of the animal management service / Population]	New in 2020	New in 2020	New in 2020	\$4.93	The calculation of this indicator has changed, previous 'Cost of animal management service' which was based on cost per number of registered animals. It is now based on cost per population. <i>Note: This measure is replacing previous 'Cost of animal management service' which was based on cost per number of registered animals, see retired measures.</i>
Health and safety					
Animal management prosecutions [Number of successful animal management prosecutions / Number of animal management prosecutions] x 100	New in 2020	New in 2020	New in 2020	100.00%	Council continues to perform well with all prosecutions ruled in favour of Council. There were 8 prosecutions this year. <i>Note: This measure is replacing previous 'Animal management prosecutions' which was a measure of number, not proportion, see retired measures.</i>

Attachment 3 - LGPRF Report of Operations 2019-20

REPORT OF OPERATIONS					Comments
Service Performance Indicators Service / indicator / measure	Results 2017	Results 2018	Results 2019	Results 2020	
Food Safety					
Timeliness					
Time taken to action food complaints	1.88	1.82	2.24	1.56	This year's positive result is the best in the past 4 years, due in part to improvements in systems and processes. Last year's result of 2.24 days was caused by issues with a new system that have since been resolved. Council's Health Department continue to take all necessary steps to ensure public safety and all food complaints are monitored and actioned as a priority.
(Number of days between receipt and first response action for all food complaints / Number of food complaints)					
Service standard					
Food safety assessments	99.83%	100.43%	100.00%	99.91%	Council's food safety assessment result is consistent with previous years. Council continues to undertake food safety assessments in accordance with the Food Act 1984 that requires registered class 1 and 2 food premises to receive an annual food safety assessment.
(Number of registered class 1 food premises and class 2 food premises that receive an annual food safety assessment in accordance with the Food Act 1984 / Number of registered class 1 food premises and class 2 food premises that require an annual food safety assessment in accordance with the Food Act 1984) x100					
Service cost					
Cost of food safety service	\$356.34	\$358.13	\$351.92	\$361.60	The cost of the service remains consistent allowing for the CPI increase.
(Direct cost of the food safety service / Number of food premises registered or notified in accordance with the Food Act 1984)					
Health and safety					
Critical and major non-compliance outcome notifications	100.00%	99.56%	99.54%	100.00%	Council responds to 100% of critical and major non-compliance outcome notifications. Results less than 100% occur where follow-up inspections are delayed due to closures and re-inspections fall in the next period.
(Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises followed up / Number of critical non-compliance outcome notifications and major non-compliance notifications about a food premises) x100					
Governance					
Transparency					
Council decisions made at meetings closed to the public	11.29%	11.90%	16.39%	7.13%	Council has placed particular focus on reducing the number of confidential resolutions by conducting a rigorous assessment of each proposed confidential report to determine if it can be considered in open Council. Pleasingly, this has seen a reduction in confidential resolutions in 2019/20.
(Number of Council resolutions made at ordinary or special meetings of Council, or at meetings of a special committee consisting only of Councillors, closed to the public / Number of Council resolutions made at ordinary or special meetings of Council or at meetings of a special committee consisting only of Councillors) x100					
Consultation and engagement					
Satisfaction with community consultation and engagement	68.50	69.00	72.10	72.00	Council's satisfaction score of 71.90 is categorised as good from the 2020 Annual Customer Satisfaction Survey. Previous years' results are also categorised as good using the same survey instrument. The result reflects Yarra's continued commitment to consult and engage frequently and consistently on statutory and non-statutory matters that affect the community.
Community satisfaction rating out of 100 with how Council has performed on community consultation and engagement					
Attendance					
Councillor attendance at council meetings	93.00%	92.06%	91.03%	92.89%	Councillors' attendance at meetings remains consistent.
(The sum of the number of Councillors who attended each ordinary and special Council meeting / (Number of ordinary and special Council meetings) x (Number of Councillors elected at the last Council general election)) x100					
Service cost					
Cost of elected representation	\$41,026.22	\$42,312.33	\$42,328.44	\$41,032.00	The cost of governance has remained consistent over the last 4 years. Some reductions became evident toward the end of 2019/2020 due to lower travel, catering and professional development costs associated with the onset of the COVID-19 pandemic.
(Direct cost of the governance service / Number of Councillors elected at the last Council general election)					
Satisfaction					
Satisfaction with council decisions	67.00	67.00	72.00	71.00	Council's satisfaction score of 71.20 is categorised as good from the 2020 Annual Customer Satisfaction Survey. Previous years' results are also categorised as good using the same survey instrument. The result is underpinned by Council's ongoing commitment to consultation and engagement.
(Community satisfaction rating out of 100 with how council has performed in making decisions in the interest of the community)					

Attachment 3 - LGPRF Report of Operations 2019-20

REPORT OF OPERATIONS					Comments
Service Performance Indicators Service / indicator / measure	Results 2017	Results 2018	Results 2019	Results 2020	
Libraries					
Utilisation					
Physical library collection usage	4.30	4.96	4.79	3.81	Library collection usage has remained stable over the previous 3 years. The temporary closure of all Libraries as of March 2020 in response to Covid-19 restrictions had an impact on the number of loans this year which underpin this measure. During the closure Library officers assisted Council's Covid community relief efforts, including distributing book bundles to residents in need.
[Number of physical library collection item loans / Number of physical library collection items]					<i>Note: From 2019-20, this indicator measures the performance of physical library items as a subset of the wider library collection.</i>
Resource standard					The standard of the library collection has remained steady over the last 4 years reflecting Council's continued commitment to refreshing the library collection.
Recently purchased library collection	67.67%	69.37%	70.28%	70.98%	
[Number of library collection items purchased in the last 5 years / Number of library collection items] x100					
Participation					The temporary closure of all Libraries as of March 2020 had an impact on community access to facilities and the level of loans this year, which underpin this measure. While the full impact of Covid-19 related closures cannot be quantified, the number of active borrowers fell by 10% or 1,826 active borrowers compared to 2018/19. Similarly, while loans were comparable YTD March 2019 and YTD March 2020 (<1% variance), Council saw and 85% decrease in loans for the last quarter, when libraries were closed, when compared to the same period in the previous financial year.
Active library borrowers in municipality	17.82%	20.72%	19.72%	16.24%	
[Number of active library borrowers in the last three years / The sum of the population for the last three years] x100					
Service cost					Council operates 5 libraries, the temporary closure of all libraries as of March 2020 in response to Covid-19 restrictions resulted in a reduction in operating costs during the final quarter. During the closure Library officers assisted Council's Covid community relief efforts by preparing and distributing food hampers and book bundles to residents in need.
Cost of library service per population	New in 2020	New in 2020	New in 2020	\$47.39	
[Direct cost of the library service / Population]					
Maternal and Child Health (MCH)					Infants are enrolled in the Maternal and Child Health Service by Council as part of the birth notification process. A result of >100% can occur where the birth and first home visit occur in different financial years.
Service standard					
Infant enrolments in the MCH service	101.85%	109.18%	101.77%	102.17%	
[Number of infants enrolled in the MCH service (from birth notifications received) / Number of birth notifications received] x100					In 2019/20 the service completed more key age and stage appointments than in 2018/19, this resulted in a decrease in the overall cost per visit compared to 2018/19.
Cost of the MCH service	\$84.55	\$97.56	\$77.97	\$70.40	
[Cost of the MCH service / Hours worked by MCH nurses]					
Participation					Council makes contact with every family whose details are provided as part of the birth notification process inviting them to participate, offering a first home visit.
Participation in the MCH service	79.38%	80.41%	82.75%	84.20%	
[Number of children who attend the MCH service at least once (in the year) / Number of children enrolled in the MCH service] x100					
Participation					Yarra has 23 children enrolled, in past years not all have attended the Council service. During the financial year the Aboriginal and Torres Strait Islander local health provider which also supports this community was without the services of their Maternal and Child Health nurse for a period of time which may have attributed to additional patronage of the Council service.
Participation in the MCH service by Aboriginal children	63.41%	79.37%	78.43%	95.65%	
[Number of Aboriginal children who attend the MCH service at least once (in the year) / Number of Aboriginal children enrolled in the MCH service] x100					
Satisfaction					New indicator calculation methodology for 2019/20 financial year, that demonstrates Councils participation rates in Maternal and Child Health services.
Participation in 4-week Key Age and Stage visit	New in 2020	New in 2020	New in 2020	91.76%	
[Number of 4-week key age and stage visits / Number of birth notifications received] x100					
Roads					During the previous year a number of major works were undertaken by other authorities including the M41 main drain replacement and upgrade of gas mains across the municipality which resulted in significant road work over the past 2 years and on-going temporary patching of the local road surfaces. This has contributed to an increase in customer requests compared to previous years.
Satisfaction of use					
Sealed local road requests	107.49	112.01	130.57	153.38	
[Number of sealed local road requests / Kilometres of sealed local roads] x100					Council has consistently demonstrated its commitment to maintaining it's local road network over the last 4 years with nearly 100% of it's roads above it's renewal intervention level. Community satisfaction with the maintenance and repair of sealed local roads scored 74.90 in the 2020 Annual Customer Satisfaction Survey which is categorised as very good.
Condition					
Sealed local roads maintained to condition standards	98.75%	99.06%	98.59%	98.78%	

Attachment 3 - LGPRF Report of Operations 2019-20

REPORT OF OPERATIONS					
Service Performance Indicators Service / indicator / measure	Results 2017	Results 2018	Results 2019	Results 2020	Comments
[Number of kilometres of sealed local roads below the renewal intervention level set by Council / Kilometres of sealed local roads] x100 Service cost					The majority of sealed road reconstructions in Yarra involve reconstruction of bluestone laneways. Council's Road Materials Policy stipulates that all laneways in heritage overlay areas are to be constructed in bluestones, which significantly increases costs. This year there were a number of asphalt reconstructions which reduced the average cost. Council has experienced minor variations in the cost of sealed local road resealing over the last 4 years. The reduced costs in 2017 resulted from economies of scale where a smaller number of large resealing projects were undertaken. Councils satisfaction score of 74.70 is categorised as very good from the 2020 Annual Customer Satisfaction Survey. Previous years' results are also categorised as either good (65.00-72.50) or very good (72.50-77.50) using the same survey instrument.
Cost of sealed local road reconstruction	\$247.35	\$294.94	\$319.63	\$243.84	
[Direct cost of sealed local road reconstruction / Square metres of sealed local roads reconstructed] Service Cost					
Cost of sealed local road resealing	\$30.87	\$33.16	\$34.43	\$37.88	
[Direct cost of sealed local road resealing / Square metres of sealed local roads ressealed] Satisfaction					
Satisfaction with sealed local roads	72.30	72.20	76.50	75.00	
[Community satisfaction rating out of 100 with how council has performed on the condition of sealed local roads] Statutory Planning Timeliness					
Time taken to decide planning applications	118.00	117.00	127.00	120.00	There was an improvement in the time taken to decide planning applications while the total number of applications received was comparable with those received in 2018/19.
[The median number of days between receipt of a planning application and a decision on the application] Service standard					
Planning applications decided within required time frames	54.44%	57.67%	46.88%	62.91%	100% of Vicsmart planning applications were determined with the 10 day timeframe.
[(Number of regular planning application decisions made within 60 days) + (Number of VicSmart planning application decisions made within 10 days) / Number of planning application decisions made] x100 Service cost					
Cost of statutory planning service	\$3,332.87	\$3,989.54	\$3,810.36	\$3,943.17	The trend in the cost of the service has remained reasonably consistent over the 4 year period, supported by the number of planning application received which remained consistent with last year.
[Direct cost of the statutory planning service / Number of planning applications received] Decision making					
Council planning decisions upheld at VCAT	74.07%	77.45%	61.04%	86.00%	The current result indicates a positive trend over the past 4 years. VCAT suspended the hearing of cases that required face to face hearings from the 18 May 2020 in response to Covid-19, in 2019/20 only 50 cases were heard compared to 77 in 2018/19.
[(Number of VCAT decisions that did not set aside council's decision in relation to a planning application / Number of VCAT decisions in relation to planning applications) x100					

Attachment 3 - LGPRF Report of Operations 2019-20

REPORT OF OPERATIONS						
Service Performance Indicators		Results	Results	Results	Results	Comments
Service / indicator / measure		2017	2018	2019	2020	
Waste Collection						
Satisfaction						
Kerbside bin collection requests		62.19	66.26	97.41	63.41	The current result is in line with 2016/17 and 2017/18 request levels. There was an increase in 2018/19 due to the transition of the recycling collection contract to a new contract provider which generated increased calls due to changes in bin collection rounds and times. Council also introduced a holistic waste trial during 2018/19, distributing additional bins to trial households which generated increased calls.
[Number of kerbside garbage and recycling bin collection requests / Number of kerbside bin collection households] x1000						
Service standard						
Kerbside collection bins missed		3.68	0.18	0.69	0.29	The number of kerb side bins missed decreased compared to 2018/19 when a transition to a new recycling collection contract generated increased calls due to changes in bin collection rounds and times.
[Number of kerbside garbage and recycling collection bins missed / Number of scheduled kerbside garbage and recycling collection bin lifts] x10,000						
Service cost						
Cost of kerbside garbage bin collection service		\$115.95	\$85.84	\$77.26	\$75.45	The number of bins is based on the rates data base, there was a 4.5% increase in residential properties eligible for the kerbside service, as the number of properties increases there is a slight decrease in the per household cost.
[Direct cost of the kerbside garbage bin collection service / Number of kerbside garbage collection bins]						
Service cost						
Cost of kerbside recyclables collection service		\$71.09	\$50.25	\$48.05	\$40.77	The number of bins is based on the rates data base, there was a 4.5% increase in residential properties eligible for the kerbside service, as the number of properties increases there is a slight decrease in the per household cost.
[Direct cost of the kerbside recyclables bin collection service / Number of kerbside recyclables collection bins]						
Waste diversion						
Kerbside collection waste diverted from landfill		37.36%	37.73%	37.72%	36.33%	Council continues to promote environmental sustainability and the benefits of recycling. This year there was a slight increase in the amount of waste going to landfill during the 4th quarter, in part attributed to the Covid-19 legislation restricting movements residents outside of their homes and the closure of on-site dining and social facilities.
[Weight of recyclables and green organics collected from kerbside bins / Weight of garbage, recyclables and green organics collected from kerbside bins] x100						

Yarra City Council Governance and Management Checklist 2019/20



Attachment 4 - LGPRF Governance Management Checklist 2019-20

GOVERNANCE AND MANAGEMENT CHECKLIST	
The following are the results in the prescribed form of council's assessment against the prescribed governance and management checklist.	
Governance and Management Items	Assessment
1 Community engagement policy (policy outlining Council's commitment to engaging with the community on matters of public interest)	Council adopted its Consultation and Engagement Policy on 24 June 2014. A draft 2020 Engagement Policy has been developed and is progressing through Council for adoption in 2020/21.
2 Community engagement guidelines (guidelines to assist staff to determine when and how to engage with the community)	Council developed its Community Engagement Guidelines on 30 May 2018.
3 Strategic Resource Plan (plan under section 126 of the Act outlining the financial and non-financial resources required for at least the next 4 financial years)	The 2019/20 - 2022/23 Strategic Resource Plan was adopted by Council, in accordance with section 126 of the Act, on 25 June 2019.
4 Annual budget (plan under section 130 of the Act setting out the services to be provided and initiatives to be undertaken over the next 12 months and the funding and other resources required)	The 2019/20 Budget was adopted by Council, in accordance with section 130 of the Act, on 25 June 2019.
5 Asset management plans (plans that set out the asset maintenance and renewal needs for key infrastructure asset classes for at least the next 10 years)	Asset Management Policy and Strategy endorsed by Executive on 28 March 2018 Road Asset Management Plan 2016. Buildings Asset Management Plan adopted by Council on 8 October 2013, revised in May 2017. Drainage Asset Management Plan reviewed March 2018. Open Space Asset Management Plan adopted 2005.
6 Rating strategy (strategy setting out the rating structure of Council to levy rates and charges)	Council has incorporated its rating and revenue strategic elements in its Long Term financial Strategy which is reflected in its 2019/20 Budget. The 2019/20 Budget and 2019/20 - 2028/29 Long Term Financial Strategy were adopted by Council on 25 June 2019.
7 Risk policy (policy outlining Council's commitment and approach to minimising the risks to Council's operations)	Council's Risk Management Policy was endorsed by Executive on 27 November 2012.
8 Fraud policy (policy outlining Council's commitment and approach to minimising the risk of fraud)	Council's Fraud Policy was endorsed by Executive on 18 November 2015. The new Fraud and Corruption Policy and Control Plan has been developed and was endorsed by Executive on 22 July 2020.
9 Municipal emergency management plan (plan under section 20 of the Emergency Management Act 1986 for emergency prevention, response and recovery)	Council's Municipal Emergency Management Plan (MEMP) has been prepared and maintained in accordance with section 20 of the Emergency Management Act 1986 and was endorsed by the CEO on 29 August 2018.
10 Procurement policy (policy under section 186A of the Local Government Act 1989 outlining the matters, practices and procedures that will apply to all purchases of goods, services and works)	Council's Procurement Policy has been prepared in accordance with section 186A of the Local Government Act and adopted by Council on 2 June 2020.

Attachment 4 - LGPRF Governance Management Checklist 2019-20

GOVERNANCE AND MANAGEMENT CHECKLIST	
The following are the results in the prescribed form of council's assessment against the prescribed governance and management checklist.	
Governance and Management Items	Assessment
11 Business continuity plan (plan setting out the actions that will be taken to ensure that key services continue to operate in the event of a disaster)	Council's current Business Continuity Plan was updated and adopted 28 May 2015. Council undertakes Business Continuity planning as part of its Risk Management framework
12 Disaster recovery plan (plan setting out the actions that will be undertaken to recover and restore business capability in the event of a disaster)	Council's current Disaster Recovery Plan was updated and adopted 16 January 2020.
13 Risk management framework (framework outlining Council's approach to managing risks to the Council's operations)	Council's current Risk Management Policy was updated and endorsed by Executive on 27 November 2012.
14 Audit Committee (advisory committee of Council under section 139 of the Act whose role is to oversee the integrity of a Council's financial reporting, processes to manage risks to the Council's operations and for compliance with applicable legal, ethical, and regulatory requirements)	Council's Audit Committee is a long standing part of Council's management framework, and was established, in accordance with section 139 of the Act, on 9 March 2004.
15 Internal audit (independent accounting professionals engaged by the Council to provide analyses and recommendations aimed at improving Council's governance, risk and management controls)	An independent internal audit function is a long standing part of Council's management framework, our current Independent accounting professionals were engaged by Council following a competitive tender process in January 2020.
16 Performance reporting framework (a set of indicators measuring financial and non-financial performance, including the performance indicators referred to in section 131 of the Act)	Council Plan progress is reported on in the Annual Report including the performance results for the Strategic Indicators. The Annual Report was presented to Council on 22 October 2019. Council also endorses an Annual Plan, linked to initiatives in the Council Plan. Progress is reported to Council via the Annual Plan Quarterly Progress Report.
17 Council Plan reporting (report reviewing the performance of the Council against the Council Plan, including the results in relation to the strategic indicators, for the first six months of the financial year)	Council Plan progress is reported on in the Annual Report including the performance results for the Strategic Indicators. The Annual Report was presented to Council on 22 October 2019. Council also endorses an Annual Plan, linked to initiatives in the Council Plan. Progress is reported to Council via the Annual Plan Quarterly Progress Report.
18 Financial reporting (quarterly statements to Council under section 138 of the Act comparing budgeted revenue and expenditure with actual revenue and expenditure)	The following quarterly financial reports were presented to Council during 2019/20 financial year in accordance with section 138(1) of the Act: 2018/19 Q4 - June 2019 on 10 September 2019 2019/20 Q1 - September 2019 on 22 October 2019 2019/20 Q2 - December 2019 on 18 February 2020 2019/20 Q3 - March 2020 on 05 May 2020
19 Risk reporting (six-monthly reports of strategic risks to Council's operations, their likelihood and consequences of occurring and risk minimisation strategies)	Reporting of strategic risks to Council's operations, including likelihood and consequences of occurring and risk minimisation strategies took place at Audit Committee on 20 August 2019 and 17 December 2019.
20 Performance reporting (six-monthly reports of indicators measuring the results against financial and non-financial performance, including performance indicators referred to in section 131 of the Act)	Council develops Annual Plans which include the initiatives contained in the Council Plan. Progress of these initiatives against targets is reported quarterly. Council Plan indicator performance is reported in the Annual Report. Financial performance is reported separately on a quarterly basis, refer to indicator 18 above. 2018/19 June 2019 on 10 September 2019 2019/20 September 2019 on 12 November 2019 2019/20 December 2019 on 18 February 2020 2019/20 March 2020 on 05 May 2020

Attachment 4 - LGPRF Governance Management Checklist 2019-20

GOVERNANCE AND MANAGEMENT CHECKLIST																
LG131(3)	The following are the results in the prescribed form of council's assessment against the prescribed governance and management checklist.															
R12	<table border="1"> <thead> <tr> <th></th> <th>Governance and Management Items</th> <th>Assessment</th> </tr> </thead> <tbody> <tr> <td>21</td> <td>Annual report (annual report under sections 131, 132 and 133 of the Act to the community containing a report of operations and audited financial performance statements)</td> <td>The 2018/19 Annual Report was considered at a meeting of Council, in accordance with section 134 of the Act, on 22 October 2019.</td> </tr> <tr> <td>22</td> <td>Councillor Code of Conduct (Code under section 76C of the Act setting out the conduct principles and the dispute resolution processes to be followed by Councillors)</td> <td>The Councillor Code of Conduct was reviewed in accordance with section 76C of the Act and endorsed by Council on 21 February 2017.</td> </tr> <tr> <td>23</td> <td>Delegations (a document setting out the powers, duties and functions of Council and the Chief Executive Officer that have been delegated to members of staff)</td> <td>Instrument of Delegation from Council to the Chief Executive Officer was reviewed 17 March 2020. Instrument of Delegation from Council to Council staff was reviewed and endorsed and executed by Council on 5 September 2017, in accordance with section 98(6) of the Act.</td> </tr> <tr> <td>24</td> <td>Meeting procedures (a local law governing the conduct of meetings of Council and special committees)</td> <td>Meeting procedures local law, was made in accordance with section 91(1) of the Act, and adopted by Council on 20 December 2011.</td> </tr> </tbody> </table>		Governance and Management Items	Assessment	21	Annual report (annual report under sections 131, 132 and 133 of the Act to the community containing a report of operations and audited financial performance statements)	The 2018/19 Annual Report was considered at a meeting of Council, in accordance with section 134 of the Act, on 22 October 2019.	22	Councillor Code of Conduct (Code under section 76C of the Act setting out the conduct principles and the dispute resolution processes to be followed by Councillors)	The Councillor Code of Conduct was reviewed in accordance with section 76C of the Act and endorsed by Council on 21 February 2017.	23	Delegations (a document setting out the powers, duties and functions of Council and the Chief Executive Officer that have been delegated to members of staff)	Instrument of Delegation from Council to the Chief Executive Officer was reviewed 17 March 2020. Instrument of Delegation from Council to Council staff was reviewed and endorsed and executed by Council on 5 September 2017, in accordance with section 98(6) of the Act.	24	Meeting procedures (a local law governing the conduct of meetings of Council and special committees)	Meeting procedures local law, was made in accordance with section 91(1) of the Act, and adopted by Council on 20 December 2011.
	Governance and Management Items	Assessment														
21	Annual report (annual report under sections 131, 132 and 133 of the Act to the community containing a report of operations and audited financial performance statements)	The 2018/19 Annual Report was considered at a meeting of Council, in accordance with section 134 of the Act, on 22 October 2019.														
22	Councillor Code of Conduct (Code under section 76C of the Act setting out the conduct principles and the dispute resolution processes to be followed by Councillors)	The Councillor Code of Conduct was reviewed in accordance with section 76C of the Act and endorsed by Council on 21 February 2017.														
23	Delegations (a document setting out the powers, duties and functions of Council and the Chief Executive Officer that have been delegated to members of staff)	Instrument of Delegation from Council to the Chief Executive Officer was reviewed 17 March 2020. Instrument of Delegation from Council to Council staff was reviewed and endorsed and executed by Council on 5 September 2017, in accordance with section 98(6) of the Act.														
24	Meeting procedures (a local law governing the conduct of meetings of Council and special committees)	Meeting procedures local law, was made in accordance with section 91(1) of the Act, and adopted by Council on 20 December 2011.														
	I certify that this information presents fairly the status of Council's governance and management arrangements.															
	<table border="0"> <tbody> <tr> <td> <hr/> Cr Misha Coleman Mayor Dated: 15 September 2020 </td> <td> <hr/> Vijaya Vaidyanath Chief Executive Officer Dated: 15 September 2020 </td> </tr> </tbody> </table>	<hr/> Cr Misha Coleman Mayor Dated: 15 September 2020	<hr/> Vijaya Vaidyanath Chief Executive Officer Dated: 15 September 2020													
<hr/> Cr Misha Coleman Mayor Dated: 15 September 2020	<hr/> Vijaya Vaidyanath Chief Executive Officer Dated: 15 September 2020															

11.9 2019/20 Annual Plan Quarterly Progress Report - June

Executive Summary

Purpose

To present the 2019/20 Annual Plan Quarterly Progress Report June 2020 to Councillors for noting.

To present the end-of-year Capital Adjustments Running Table and 2019/20 Capital works carried forward to 2020/21 for noting.

Key Issues

The 2019/20 Annual Plan commenced with 43 actions. At its meeting on 2 June 2020, Council resolved to defer one action and milestones in seven other actions in response to the Covid-19 pandemic, and a shift in Council priorities.

Annual targets set a requirement for 75% of Annual Plan actions to be Complete or On Track (>90%) by 30 June each year.

After making adjustments in accordance with Council's resolution of 2 June 2020, at the end of June Council achieved a result of 85.71% or 36 of 42 actions On Track or Complete.

Financial Implications

There are no financial implications.

PROPOSAL

That Council note the 2019/20 Annual Plan Quarterly Progress Report - June and the end-of-year capital works adjustments as reported in the Capital Adjustments Running Table and 2019/20 Capital works carried forward to 2020/21.

11.9 2019/20 Annual Plan Quarterly Progress Report - June

Trim Record Number: D20/133795

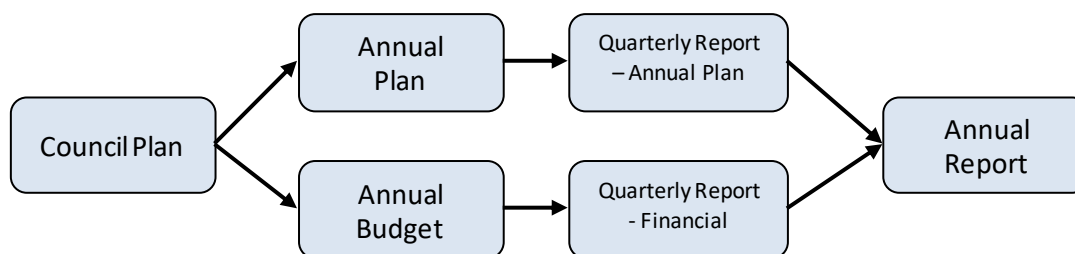
Responsible Officer: Director Corporate, Business and Finance

Purpose

1. To present the 2019/20 Annual Plan Quarterly Progress Report - June 2020 to Councillors for noting.
2. To present the end-of-year Capital Adjustments Running Table and 2019/20 Capital works carried forward to 2020/21 for noting.

Background

3. This year, 2019/20, represents the third year of the 4-year *Council Plan 2017-21*, adopted by Council on 1 August 2017.
4. The Annual Plan and Annual Plan Quarterly Progress Reports are two of Council's key accountability documents to the community.

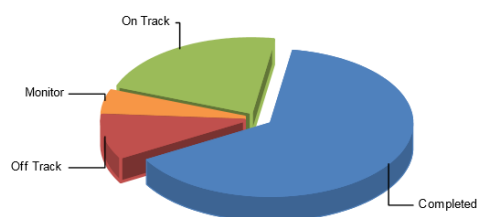


5. The 2019/20 Annual Plan was endorsed by Council on 7 August 2019 and details the organisation's annual response to Initiatives contained in the 4-year Council Plan.
6. Council Plan Initiatives are significant projects and activities that are proposed to be worked on over the term of the Council Plan.
7. The Annual Plan Quarterly Progress Report notes the year-to-date progress of the Annual Plan Actions and Milestones providing a performance rating and supporting commentary.
8. To ensure the integrity and transparency of the Annual Plan, which is endorsed by Council, actions including their descriptions and milestones can only be changed by resolution of Council.
9. On 2 June 2020, Council reviewed the 2019/20 Annual Plan and resolved to defer one action and milestones in seven other actions in response to the Covid-19 pandemic, and a shift in Council priorities. This has reduced the number of actions being reported on to 42, spread across the Council Plan's Strategic Objectives. These changes are noted throughout the detailed progress report (Attachment 1).

Strategic Objective	Number of Actions
	2019/20 Annual Plan
A healthy Yarra: a place where Community health, safety and wellbeing are a focus in everything we do	5
An inclusive Yarra: a place where Inclusion, diversity and uniqueness are welcomed, respected and celebrated	4
A sustainable Yarra: a place where Council leads on sustainability and protects and enhances its natural environment	9
A liveable Yarra: a place where Development and growth are managed to maintain and enhance the character and heritage of the city	11
A prosperous Yarra: a place where Local businesses prosper and creative and knowledge industries thrive	4
A connected Yarra: a place where Connectivity and travel options are environmentally sustainable, integrated and well-designed	6
A leading Yarra: a place where Transparency, performance and community participation drive the way we operate	3
Total	42

2019/20 Quarterly Performance (Report) Attachment 1

10. The progress of an action is measured by the status of its individual milestones which are weighted to represent the relative time and effort they contribute to achievement of the overall action.
11. The following thresholds are used to determine the status of an action:
 - (a) On track $\geq 90\%$
 - (b) Monitor 75-89%
 - (c) Off track $< 75\%$
12. Annual Plan Action progress summary as at 30 June 2020.



Strategic Objective	No. of Actions Reported	Complete	On track ($\geq 90\%$)	Monitor (75-90%)	Off track ($< 75\%$)	Not Started
A healthy Yarra	5	4	0	0	1	0
An inclusive Yarra	4	3	1	0	0	0
A sustainable Yarra	9	5	1	2	1	0
A liveable Yarra	11	8	2	0	1	0
A prosperous Yarra	4	0	3	0	1	0
A connected Yarra	6	5	1	0	0	0
A leading Yarra	3	2	1	0	0	0
Total	42 (100%)	27 (64.29%)	9 (21.43%)	2 (4.76%)	4 (9.52%)	0 (0.00%)

13. The revised 2019/20 Annual Plan had 42 actions scheduled to be completed this year.

14. Annual targets set a requirement for 75% of Annual Plan actions to be Complete or On Track (>90%) by 30 June each year.
15. After making adjustments in accordance with Council's resolution of 2 June 2020, at the end of June, Council has achieved a result of 85.71% or 36 of 42 actions are On Track or Complete.
16. The following actions are recorded as Monitor or Off Track or at the end of June. These actions have experienced delays to one or more of their milestones. More detail is contained in the attached report.

Monitor

- 3.01 Yarra Environmental Strategy
- 3.07 Investigating replacing paved spaces with permeable surfaces

Off track

- 1.01 Yarra Open Space Strategy
- 3.04 Review and update Council's Urban Agriculture guidelines
- 4.06 Structure planning for Major Activity Centre in Yarra
- 5.03 Brunswick Street Streetscape Master Plan

2019/20 Capital Works Program Adjustment Reports (Attachments 2 and 3)

17. The capital works program is subject to regular adjustments in response to variations to current projects and substitution in response to changing priorities and urgent new works being identified. Attachment 2 (Capital Adjustments Running Table –2019/20 Final) identifies all capital works budget adjustments, and the reasons for these adjustments, which have been made during this budget year.
18. Further details on all capital works carried forward from the 2019/20 budget year to the 2020/21 budget year, including the reason for the carry forward, are provided in Attachment3 (2019/20 Capital Works carried forward to 2020/21).

External Consultation

19. Significant community engagement and consultation was undertaken during the development of the *Council Plan 2017-21*. The 2019/20 Annual Plan reflects the community priorities identified during this process, included in the *Council Plan 2017-21* initiatives.
20. Members of the community will have the opportunity to comment on the progress report when it is presented to Council on 15 September 2020.
21. Projects contained in the 2019/20 Annual Plan are subject to external consultation and engagement on a case-by-case basis.

Internal Consultation (One Yarra)

22. Managers and Directors were consulted during development of the 2019/20 Annual Plan Actions, and are responsible for providing quarterly updates on their progress against delivery of these actions.

Financial Implications

23. Actions in the 2019/20 Annual Plan were resourced within the 2019/20 Budget.

Economic Implications

24. The *Council Plan 2017-21* includes the Strategic Objective *A prosperous Yarra: a place where Local businesses prosper and creative and knowledge industries thrive*. The 2019/20 Annual Plan includes 4 actions that respond to initiatives under this Strategic Objective.

Sustainability Implications

25. The *Council Plan 2017-21* includes the Strategic Objective *A sustainable Yarra: a place where Council leads on sustainability and protects and enhances its natural environment*. The 2019/20 Annual Plan includes 9 actions that respond to initiatives under this Strategic Objective.

Social Implications

26. The *Council Plan 2017-21* includes the Strategic Objective *A healthy Yarra: a place Community health, safety and wellbeing are a focus in everything we do*. The 2019/20 Annual Plan includes 5 actions that respond to initiatives under this Strategic Objective.

Human Rights Implications

27. The *Council Plan 2017-21* includes the Strategic Objective *An inclusive Yarra: a place where inclusion, diversity and uniqueness are welcomed, respected and celebrated*. The 2019/20 Annual Plan includes 4 actions that respond to initiatives under this Strategic Objective.

Communications with CALD Communities Implications

28. CALD groups were specifically targeted as part of the engagement plan for the *Council Plan 2017-21* and were represented in a group workshop which included Council's advisory groups.
29. Translation service assistance is available via Council's website for members of the CALD community and this service extended to the Council Plan engagement process.

Council Plan, Strategy and Policy Implications

30. The 2019/20 Annual Plan represents Year 3 of the *Council Plan 2017-21* adopted on 1 August 2017.

Legal Implications

31. There are no legal implications.

Other Issues

32. There are no other issues.

Options

33. The report does not include any options.

Conclusion

34. The 2019/20 Annual Plan Quarterly Progress Report - June is presented to Council for noting.
35. The Capital Adjustments Running Table – 2019/20 Final and 2019/20 Capital Works carried forward to 2020/21 reports are presented to Council for noting.

RECOMMENDATION

1. That Council note the end-of-year result as reported in the 2019/20 Annual Plan Quarterly Progress Report - June.
2. That Council note the end-of-year capital works program adjustments as reported in:
 - (a) Capital Adjustments Running Table – 2019/20 Final; and
 - (b) 2019/20 Capital Works carried forward to 2020/21.

CONTACT OFFICER: Shane Looney
TITLE: Corporate Planner
TEL: 9205 5397

Attachments

- 1 [1](#) 2019/20 Annual Plan Quarterly Progress Report - June
- 2 [2](#) Capital Adjustments Running Table - 2019/20 Final
- 3 [3](#) 2019/20 Capital Works carried forward to 2020/21

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June



Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Introduction

The Yarra City Council adopted its Council Plan 2017 – 21 on 1 August 2017. The Council Plan 2017 – 21 sets out the medium-term direction of Council and the outcomes sought by Councillors for their term. For the first time, the Council Plan incorporates the Health and Wellbeing Plan. This financial year, 2019/20 is Year three of the Council Plan 2017 – 21.

Under the Local Government Act 1989 (the Act), each council is required to produce a four-year Council Plan by 30 June in the year following a general election. The Plan must include Strategic Objectives, Strategies, Strategic Indicators and a Strategic Resource Plan.

Council has identified a number of initiatives under each Strategic Objective which are significant projects and activities that are proposed to be worked on over the term of the Council Plan, subject to approval through the annual budget process.

Council produces an Annual Plan alongside each year's Budget, setting out specific projects and activities that Council will undertake towards achieving the Strategic Objectives. This will include priority projects, capital works projects, actions in response to initiatives in the Council Plan and other Council strategies and plans as well as service reviews and improvements.

The Council Plan 2017 – 21 has seven Strategic Objectives which relate to a different aspect of service delivery :

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

An inclusive Yarra: Inclusion, diversity and uniqueness are welcomed, respected and celebrated. Identity was a passionate and recurring theme throughout community consultation for the Council Plan. Our community values its diversity. Creating a safe place where people of all ages, genders, sexualities, abilities, cultures and backgrounds feel welcome and connected is a priority for Council.

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

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

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

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

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

In response to its Strategic Objectives, Council has committed to 43 projects and activities from a broad cross-section of services in the 2019/20 Annual Plan.

Progress of these projects and actions will be reported in the 2019/20 Annual Plan Quarterly Progress Reports. Further information can be found in the published version of the Council Plan 2017 – 21 on the City of Yarra's website (<https://www.yarracity.vic.gov.au/about-us/council-information/council-plan>).

August 24, 2020

Page 2 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

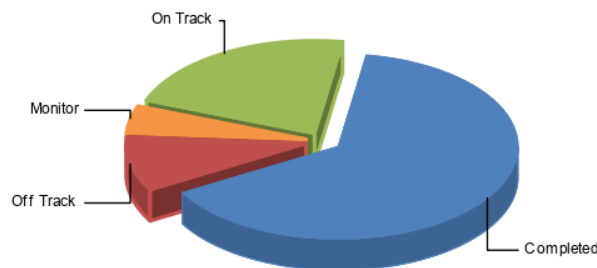
Quarter Summary

Council has committed to 43 actions across a range of services. Any variations to the Annual Plan are made openly and transparently in the context of priorities that arise over the course of the year.

At its meeting on 2 June 2020, Council resolved to defer action 1.04 Provision of boat storage and club house facility design - Panther Pavilion. This action has been removed from the Annual Plan, resulting in 42 actions being reported on in the June 2020 Quarterly Progress Report.

In addition, at the same meeting, Council resolved to defer milestones from actions 1.05, 2.04, 3.01, 3.04, 3.06, 4.07 and 4.08. These changes have been noted throughout the report.

The status of actions is classified based on the percentage of targets achieved as assessed by the responsible officer (forecast milestones compared to actual work completed).



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
A healthy Yarra	5	4	0	0	1	0
An inclusive Yarra	4	3	1	0	0	0
A sustainable Yarra	9	5	1	2	1	0
A liveable Yarra	11	8	2	0	1	0
A prosperous Yarra	4	0	3	0	1	0
A connected Yarra	6	5	1	0	0	0
A leading Yarra	3	2	1	0	0	0
	42 (100%)	27 (64.29%)	9 (21.43%)	2 (4.76%)	4 (9.52%)	0 (0.00%)

August 24, 2020

Page 3 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

1 . A healthy Yarra

a place where...Community health, safety and wellbeing are a focus in everything we do

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

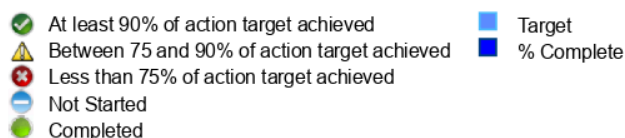
Strategies

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

- 1.1 Maintain and enhance Yarra's open space network to meet the diverse range of community uses
- 1.2 Promote a community that is inclusive, resilient, connected and enjoys strong mental and physical health and wellbeing
- 1.3 Provide health promoting environments that encourage healthy eating and active living
- 1.4 Assist to reduce the harms from alcohol and drugs on individuals and the community in partnership with State Agencies and key service providers
- 1.5 Promote environments that support safe and respectful sexual practices, reproductive choices and gender equity
- 1.6 Promote a gender equitable, safe and respectful community
- 1.7 Promote an effective and compassionate approach to rough sleeping and advocate for affordable, appropriate housing
- 1.8 Provide opportunities for people to be involved in and connect with their community

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of A healthy Yarra.

Action Progress Summary



Action	Start Date / End Date	
1.01 Yarra Open Space Strategy	01/07/19 30/06/20	
1.02 National Aged and Disability Care Reforms	01/07/19 30/06/20	
1.03 Yarra 0 to 25 Plan	01/07/19 30/06/20	
1.05 Ryan's Reserve Netball/Tennis Court and Pavilion	01/07/19 30/06/20	
1.06 Malcolm Graham Pavilion - Kevin Bartlett Reserve	01/07/19 30/06/20	

August 24, 2020

Page 4 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

1.01 Yarra Open Space Strategy

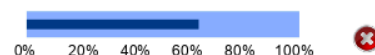
Council Plan initiatives:

Develop an open space strategy to ensure Yarra's public open space is managed as a functional network that encourages shared use and active living

Prepare a Planning Scheme Amendment to introduce the open space strategy into the Yarra Planning Scheme and increase the rate of contribution towards open space (Strategic Objective 4: A liveable Yarra)

The Yarra Open Space Strategy guides the future provision, planning, design and management of public open space in Yarra. The new Open Space Strategy is a renewed direction for the provision and enhancement of the open space network, including changes in community needs since the last strategy was developed. The strategy aims to achieve a cohesive, linked and well managed network of open space to meet the full range of residents' needs.

Following adoption of the new Open Space Strategy, Council will prepare a Planning Scheme amendment seeking to include open space design overlay controls in the Yarra Planning Scheme.



Branch City Strategy

Quarterly Milestones

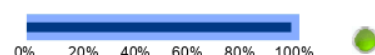
September	Brief Councillors on consultant's work and funding aspects Finalise draft Open Space Strategy technical report Refine analysis regarding priorities, locations and acquisition considerations
December	Present draft Open Space Strategy to Council for endorsement for public exhibition
March	Consider submissions and finalise Strategy Present Open Space Strategy to Council for adoption
June	Present report to Council seeking authorisation from the State Government for the amendment to be placed on public exhibition Formulate Planning Scheme amendment regarding open space contribution percentage
Quarterly Progress	Exhibition of the draft strategy has been completed and submissions have been considered. The Strategy will be presented to Council for adoption early September 2020.
Comments	

1.02 National Aged and Disability Care Reforms

Council Plan Initiative:

Continue to implement the National Aged and Disability Care reforms and develop new strategic directions for support of older people and people with disability

The Federal Government is making major changes to the aged and disability care service system and this requires Council to determine its role and implement changes already announced.



Branch Aged and Disability Services

Quarterly Milestones

September	Make a submission to the National Disability Information, Linkages and Capacity Building – Economic and Community Participation grant program to support locally based community building initiatives
December	Continue to advocate directly and through the Municipal Association of Victoria to achieve the best outcomes for older people and people with disability from the national reform
March	Work with local partner agencies to maintain CHSP funding that support at risk groups to access basic support services Support residents currently within the Linkages service to transition to Home Care Packages by 31 March 2020, pending the Federal Government's final decision Subject to Federal Government decisions on the Commonwealth Home Support Program (CHSP), determine Council's position on future delivery of the program and individual services
June	Support the transition of the Regional Assessment Service to the new model adopted by the Federal Government by 1 July 2020, pending the Federal Government's final decision

August 24, 2020

Page 5 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Quarterly Progress Comments The CHSP program has been extended for a further 2 years to 30 June 2022 and due to Commonwealth delays in policy decisions and Aged Care Royal Commission, it was determined to continue Council's service delivery role at present.

With the extension of the CHSP program agreements to extend local agency partnerships have been negotiated to continue to support at risk groups.

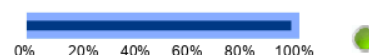
The Federal Government determined to delay the transition of the Regional Assessment Service to 30 June 2022, and it is not clear what form this will take. Council resolved to continue RAS while it is still possible and is entering into an extension agreement.

1.03 Yarra 0 to 25 Plan

Council Plan initiative:

Continue to provide a range services and work collaboratively with external groups to improve the health and wellbeing of the Yarra community

Yarra's 0 to 25 Plan takes an integrated life-stage approach to guide priorities and actions relating to children, young people and their families. Council will work with external groups to improve the delivery of coordinated, responsive and evidence-based services.



Branch Family, Youth and Children's Services

Quarterly Milestones

September Coordinate delivery and promotion of Council programs and activities for children and young people across school holidays to provide better services

December Review data from school survey of children and young people and facilitate with partners the Communities that Care Action Plan for 2020/21

March Investigate areas of identified need in the Australian Early Development Census 2018 and other relevant data to improve service responsiveness

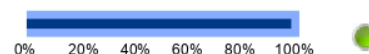
Quarterly Progress Comments AEDC findings were considered to develop programmatic responses in family and children's services including:

- Trialling a new approach for Collingwood's kindergarten participation rates which resulted in increases in enrolments in sessional kindergarten,
- Promoting participation in a range of outdoor play a range of methods,
- Placement of final year speech pathology students at the Connie Benn Centre to address to improve language and cognitive skills for Fitzroy children and families identifies as requiring support,
- Partnership with Ardoch Foundation to access trained early years' education volunteers to work one-on-one with a child or group of children who need additional assistance in reading and literacy, and
- Fitzroy Library providing regular Storytime outreach sessions at the Connie Benn Centre.

Current delivery of some of these initiatives has been impacted by Covid-19 restrictions.

1.05 Ryan's Reserve Netball/Tennis Court and Pavilion

Following a community campaign, the State Government reversed a decision to rezone Ryan's Reserve and has provided funding for a major upgrade of the netball courts and old pavilion. The redevelopment will include an upgrade of the pavilion to ESD (Environmentally Sustainable Design) and DDA (Disability Discrimination Act) requirements, resurfacing four netball courts, increasing run-off outside courts to meet competition standards, replacement of sports lights and alterations to boundaries and open space.



Branch Recreation and Leisure Services

Quarterly Milestones

September Apply for Planning Permit for pavilion and court works

December Complete court refurbishment works

June Commence pavilion refurbishment works [Deferred by Council resolution 2 June 2020]

August 24, 2020

Page 6 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Quarterly Progress Comments Pavilion construction has been delayed pending a decision from Sport and Recreation Victoria on the design of the pavilion. June milestone was deferred by Council Resolution on 2 June 2020.

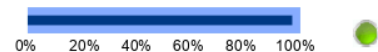
1.06 Malcolm Graham Pavilion - Kevin Bartlett Reserve

State Government funding has been provided to refurbish Malcolm Graham Pavilion in Kevin Bartlett Reserve. The refurbishment and extension allow local clubs to grow, provide them greater flexibility and capacity to train, and boost their ability to host competitions.

The works will take place in two stages:

Stage 1 – Extension with two additional change rooms, storage areas, disability change and toilet facilities, first aid room and covered spectator viewing area

Stage 2 – Refurbish Pavilion that meets functional, DDA and environmental sustainability requirements



Branch *Building and Asset Management*

Quarterly Milestones

September Commence extension constructions works

December Complete extension construction works

March Commence refurbishment works for DDA and sustainability requirements

June Complete refurbishment works for DDA and sustainability requirements

Quarterly Progress Comments Pavilion extension construction works and refurbishment works for DDA compliance have been completed.

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

2 . An inclusive Yarra

a place where...Inclusion, diversity and uniqueness are welcomed, respected and celebrated

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








Strategies









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

- 2.1 Build resilience by providing opportunities and places for people to meet, be involved in and connect with their community
- 2.2 Remain a highly inclusive Municipality, proactive in advancing and advocating for the rights and interests of specific groups in the community and community issues
- 2.3 Continue to be a local government leader and innovator in acknowledging and celebrating Aboriginal history and culture in partnership with Traditional Owners
- 2.4 Acknowledge and celebrate our diversity and people from all cultural backgrounds
- 2.5 Support community initiatives that promote diversity and inclusion

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of An inclusive Yarra.

Action Progress Summary

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

Action	Start Date / End Date		
2.01 Deliver the Volunteer Strategy and implementation plan	01/07/19 30/06/20		
2.02 Active and Healthy Ageing	01/07/19 30/06/20		
2.03 Social Justice Charter	01/07/19 30/06/20		
2.04 LGBTIQ Strategy	01/07/19 30/06/20		

August 24, 2020

Page 8 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

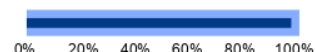
Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

2.01 Deliver the Volunteer Strategy and implementation plan

Council Plan initiative:
Develop and adopt a Volunteer Strategy

Most community organisations in Yarra rely on volunteers and Council can support these groups in promoting their volunteer opportunities. A Volunteer Strategy and implementation plan will provide clear direction for Council in how it supports volunteering in Yarra.



Branch *People, and Culture*

Quarterly Milestones

September Present draft Volunteer Strategy and implementation plan to Council for adoption

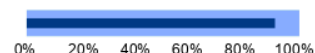
Quarterly Progress Yarra's Volunteer Strategy 2019-2023 and Year One Action Plan was formally adopted by Council in September 2019.

Comments

2.02 Active and Healthy Ageing

Council Plan Initiative:
Work with the community and other levels of government and advocate to challenge discrimination, and address disadvantage, whether based on income, age, gender, sexuality, cultural background, religion or abilities

The Active and Healthy Ageing Strategy was developed with the support of Council's Active Ageing Advisory Group (AAAG). In the midst of the national aged care reforms, it provides an opportunity to consider strategic directions to ensure our 50+ residents remain engaged, active and independent.



Branch *Aged and Disability Services*

Quarterly Milestones

September Implement the Good Access is Good Business Project

Pilot new social support group model which is interest based, and combines centre and community based activities to better engage diverse groups

December Pilot age friendly approach to develop new initiatives in identified neighbourhoods that are vulnerable (SEIFA index)

Complete community consultation on opportunities for improvement and development of a Hub at the Collingwood Seniors Centre

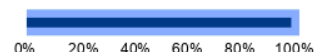
March Evaluate new social support group model

Quarterly Progress A number of social support group trials have taken place, including the establishment of the Dementia Alliance. Planning has been undertaken for the Seniors Asset Based Community Development project, including a revised project plan being submitted and approved by DHHS. During Covid 19 other initiatives have also been developed to continue to support those people socially isolated through virtual art classes and exhibitions as well as exercise classes.

2.03 Social Justice Charter

Council Plan initiative:
Develop a social justice/human rights charter to better articulate council's commitment

The development of a Social Justice Charter for Council will provide an over-arching commitment to human rights which will then inform everything Council does. The Charter will be developed in consultation and engagement with stakeholders.



Branch *People, and Culture*

Quarterly Milestones

August 24, 2020

Page 9 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

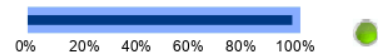
September	Present draft Charter to Council for endorsement for public exhibition
December	Present draft Charter to Council for adoption
Quarterly Progress	The Social Justice Charter was adopted by Council on 7 July 2020.
Comments	

2.04 LGBTIQ Strategy

Council Plan initiative:

Advocate to support social justice and community issues including preventing family violence, LGBTIQ rights, and welcoming refugees

Develop a whole of Council LGBTIQ strategy.



Branch *People, and Culture*

Quarterly Milestones

December	Present draft Strategy to Council for endorsement for public exhibition
June	Present draft Strategy to Council for adoption [Deferred by Council resolution 2 June 2020]
Quarterly Progress	Project has been delayed due to a request from Council to undertake further consultation with relevant businesses and subsequent restrictions on consultation during COVID-19 pandemic. June milestone was deferred by Council resolution on 2 June 2020.
Comments	

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

3 . A sustainable Yarra

a place where...Council leads on sustainability and protects and enhances its natural environment

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








Strategies



















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

- 3.1 Investigate strategies and initiatives to better manage the long term effects of climate change
- 3.2 Support and empower a more sustainable Council and Community
- 3.3 Lead in sustainable energy policy and deliver programs to promote carbon neutral initiatives for the municipality and maintain Council as a carbon neutral organisation.
- 3.4 Reduce the amount of waste-to-landfill with a focus on improved recycling and organic waste disposal
- 3.5 Promote responsible water usage and practices
- 3.6 Promote and facilitate urban agriculture with a focus on increasing scale and uptake in the community
- 3.7 Investigate strategies and initiatives to improve biodiversity

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of A sustainable Yarra.

Action Progress Summary

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

Action	Start Date / End Date		
3.01 Yarra Environment Strategy	01/07/19 30/06/20		
3.02 Climate Emergency	01/07/19 30/06/20		
3.03 Embedding Sustainability (including adaptation)	01/07/19 30/06/20		
3.04 Review and update Council's Urban Agriculture guidelines	01/07/19 30/06/20		
3.05 Actively Avoid and Reduce Waste	01/07/19 30/06/20		
3.06 Commence holistic waste system trial in selected areas with 1300 households	01/07/19 30/06/20		
3.07 Investigate replacing paved spaces with permeable surfaces	01/07/19 30/06/20		
3.08 Edinburgh Gardens storm water harvesting project	01/07/19 30/06/20		
3.09 Develop an Integrated Water Management Strategy	01/07/19 30/06/20		

August 24, 2020

Page 11 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

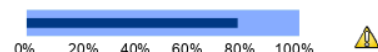
2019/20 Annual Plan Quarterly Progress Report - June

3.01 Yarra Environment Strategy

Council Plan initiative

Continue to be a leading Council and Municipality in the field of Environmental Sustainability

Yarra's Environment Strategy provides direction and actions required to integrate sustainable practices into Council's operations, as well as its community programs and services. Council has been developing a new Environment Strategy and this year will be seeking public comment on, and adopting, a new Environment Strategy.



Branch Sustainability

Quarterly Milestones

December	Present draft Yarra Environment Strategy to Council seeking endorsement for public exhibition
March	Consider submissions and finalise draft Strategy
June	Present Yarra Environment Strategy to Council seeking adoption [Deferred by Council resolution 2 June 2020]
Quarterly Progress	The Yarra Environment Strategy was put on hold due to its dependency on adoption of the Climate Emergency Plan, as well as the development of other inter-related strategies. The Climate Emergency Plan was adopted 2 June 2020. Due to the advent of the COVID-19 pandemic this also impacted the delivery of this work. June milestone was deferred by Council resolution on 2 June 2020.
Comments	

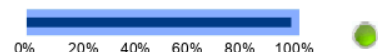
3.02 Climate Emergency

Council Plan Initiative:

Promote programs that monitor and reduce emissions across the municipality and strive to maintain its carbon neutral status

Climate Emergency is a growing global movement that seeks to dramatically accelerate climate action to an emergency response by invoking mass-mobilisation of people and practices. Council's Community Greenhouse Action Plan will be renamed its Climate Emergency Plan in light of scientific advice that we have just 12 years to dramatically reduce greenhouse gas emissions before runaway climate change.

Council will develop a Climate Emergency Plan in partnership with the Yarra Energy Foundation (YEF) to support programs and initiatives to reduce its energy use and greenhouse emissions across the municipality.



Branch Sustainability

Quarterly Milestones

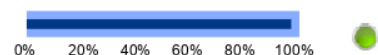
December	Present draft Climate Emergency Plan (including plan to reduce organisational emissions) to Council seeking endorsement for public exhibition
	Achieve certification for Council as a carbon neutral organisation
March	Consider submissions and finalise draft Strategy
June	Present Climate Emergency Plan and Action Plan to Council seeking adoption
Quarterly Progress	Yarra's first Climate Emergency Plan was adopted by Council 2 June 2020.
Comments	

3.03 Embedding Sustainability (including adaptation)

Council Plan Initiative:

Improve integration across environmental and sustainability policies and strategies

Council will continue to embed sustainability and adaptation across its decision making processes and report to Council on its progress.



Branch Sustainability

August 24, 2020

Page 12 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Quarterly Milestones

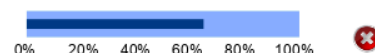
September	Present report to Council on ways to improve embedding sustainability and adaptation at Council
March	All new initiative bids include assessment through the Quadruple Bottom Line Tool
Quarterly Progress	Council continues to improve integration of sustainability and adaptation into development of policies and strategies, and across decision making processes. A key function has been the use of the Quadruple Bottom Line Tool in strategy development and all new initiative bids.
Comments	

3.04 Review and update Council's Urban Agriculture guidelines

Council Plan Initiative:

Showcase urban agriculture and support community initiatives in sustainable practices

In 2018/19, City of Yarra developed a new Urban Agriculture Strategy 2019 – 2023. The new Urban Agriculture Strategy moves toward a food systems approach comprising how food is grown, processed, distributed, consumed and recycled. Review of the Urban Agriculture Guidelines is an action within the new Urban Agriculture Strategy.



Branch City Works

Quarterly Milestones

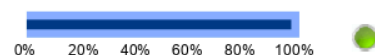
September	Commence guideline review processes
December	Consult internal and external stakeholder
March	Update draft Guidelines
June	Present report on new Guidelines to Council [Deferred by Council resolution 2 June 2020]
Quarterly Progress	The final stages of the project had been put on hold due to restrictions on consultation during COVID-19 pandemic and subsequent discretionary project funding not being allocated in the 2020/21 Budget. June milestone was deferred by Council resolution on 2 June 2020.
Comments	

3.05 Actively Avoid and Reduce Waste

Council Plan Initiative:

Reduce volume of kerbside waste collection per capita by behaviour change programs and increase of recycling. (Promote the use of recycled materials through procurement and advocacy)

Develop and deliver education/engagement program to encourage residents to consume mindfully as an initiative to reduce the volumes of waste materials going to landfill.



Branch City Works

Quarterly Milestones

September	Develop education / engagement campaign about waste reduction, avoidance, recycling and re-use Promote the use of recycled materials through procurement and advocacy
December	Commence delivery of campaign
March	Evaluate program
June	Brief Council on outcomes
Quarterly Progress	The Actively Avoid and Reduce Waste program was completed and a report presented to Council in June 2020. The program focus was to increase community awareness on ways to minimise waste and increase recycling and reuse where possible. Programs included Proudly Plastic Free, Yarra Zero Waste Map, waste minimisation campaign and a Holistic Waste Service Trial.
Comments	

3.06 Commence holistic waste system trial in selected areas with 1300 households

Council Plan Initiative:

Investigate, implement and promote initiatives to divert organic waste from landfill

Undertake a trial aimed at introducing a holistic program to reduce volume of kerbside waste collection per capita by

August 24, 2020

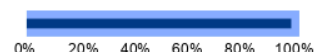
Page 13 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

behaviour change programs and increase of recycling.



Branch City Works

Quarterly Milestones

September	Commence collection of food and green waste and glass in selected trial areas
December	Evaluate trial program and brief Council on outcomes
March	Depending on outcome of trial, develop plan for delivery of holistic waste system municipal wide [Deferred by Council resolution 2 June 2020]
June	Commence engagement, communication and marketing to get community ready for roll out [Deferred by Council resolution 2 June 2020]
Quarterly Progress	Final stage of the project has been put on hold due to restrictions on consultation during COVID-19 pandemic and subsequent discretionary project funding not being allocated in the draft 2020/21 Budget.
Comments	March and June milestones were deferred by Council resolution on 2 June 2020.

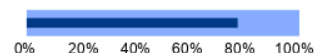
Council resolved on 23 June 2020 to roll out a glass-only bin from October 2020. This will enable a staggered roll out of the 4 bin system across Yarra (with FOGO to follow at a later date) and deliver on the intent of the model by reducing waste and maximising resource recovery.

3.07 Investigate replacing paved spaces with permeable surfaces

Council Plan initiative:

Investigate feasibility of replacing road and paved space with permeable surfaces

Permeable surfaces have the potential to increase infiltration of water to the subsoil, act as a water retention system and reduce high run off rates during a storm event. Council will investigate and identify at least 3 possible trial sites for permeable surfaces to replace road or paved space. Identified trial sites will be delivered and sites, monitor/report to Council in following financial year.



Branch Traffic and Civil Engineering

Quarterly Milestones

December	Report to Council on at least 3 possible trial sites for permeable surfaces
June	Deliver trial sites as identified in report to Council, and monitor/analyse for 6 month period
Quarterly Progress	Council officers originally nominated 4 sites for investigation to introduce permeable surfaces, they identified additional sites as one of the original sites was requested to be deferred by Urban Design.
Comments	<p>Projects completed</p> <ul style="list-style-type: none"> - Holtom St East Princes Hill – Introduce a permeable median between Lygon Street and McIlwraith Street. - Coates Avenue Alphington - For many years a significant section of footpath was missing and traditional intervention of constructing a footpath would have resulted in the removal of two mature trees. The Roads Team delivered a granetic sand footpath that is permeable and sympathetic to the existing environment. <p>Projects scheduled for completion in 2020/21</p> <ul style="list-style-type: none"> - Gore Street Fitzroy - Identified as a suitable site however during notification for commencement of works officers were requested to delay the implementation to allow consultation with Councillors and residents including some requests to amend the scope. Officers have since engaged with the community in an effort to respond to their concerns. Investigation Completed. Following some minor design changes the project is scheduled to be delivered in Q1 2020/21, subject to Covid-19 restrictions. - Mary Street Richmond - Identified as a suitable site however due to issues raised during implementation for the Gore Street project, officers determined that these should be resolved prior to commencing this project. Investigation Completed. This project is now scheduled to be delivered in Q2 2020/21, subject to Covid-19 restrictions. - Ramsden Street Oval Car Park - A joint project with the University of Melbourne to trial the possibility to introduce a permeable pavement to complement a stormwater harvesting system. The concept design has been completed and was delayed to enable a funding application to State Government. Investigation

August 24, 2020

Page 14 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Complete. Funding for the project has now been confirmed via DELWP, and the project is scheduled to be delivered in Q3 2020/21, subject to Covid-19 restrictions.

Deferred project

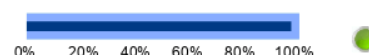
- Intersection of Richardson Street and Nicholson Street Carlton North – Replace bluestone pavement with a permeable surface on one kerb outstand scheduled to be completed 2019/20 Financial Year. Urban Design requested that this project be deferred as they are undertaking a wider design of the area.

3.08 Edinburgh Gardens storm water harvesting project

Council Plan initiative:

Continue to implement and promote evidence based water conservation initiatives

Council will design and commence installation of a large scale storm water harvesting system in Edinburgh Gardens to reduce potable water use, and better use storm water within the Gardens.



Branch *City Works*

Quarterly Milestones

December Award contract for design and construction of the Edinburgh Gardens storm water harvesting project

June Complete detailed design and site establishment for the Edinburgh Gardens storm water harvesting project

Quarterly Progress The detailed design was completed ahead of schedule and construction has commenced and is scheduled to be completed late August 2020, subject to Covid-19 restrictions.

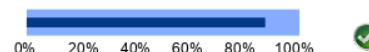
Comments

3.09 Develop an Integrated Water Management Strategy

Council Plan initiative:

Continue to implement and promote evidence based water conservation initiatives

Undertake investigation of Council's water management assets, and use this to inform the development of an Integrated Water Management Strategy.



Branch *City Works*

Quarterly Milestones

March Brief Council on the findings from the investigations and analysis of Council's drainage infrastructure

June Develop a draft Water Management Strategy

Quarterly Progress Initial investigation into drainage asset data accuracy and brick drains condition has been undertaken.

Multiple service providers have been engaged to look into costs and available solutions.

Comments

First draft of the Water Management Strategy has been completed and endorsed by Council for community consultation and engagement. That engagement has commenced, however has been impacted by COVID-19. The final draft Integrated Water Management Strategy is planned to be presented to Council for adoption in 2020/21.

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

4 . A liveable Yarra

a place where... Development and growth are managed to maintain and enhance the character and heritage of the city

With demand for inner city housing increasing, Council is mindful of the importance of balancing the needs of new and existing residents, and ensuring that development does not encroach on the amenity or heritage of our city.








Strategies

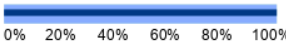

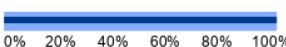



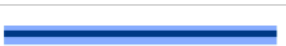









Council's work to achieve this Strategic Objective includes the following strategies:

- 4.1 Protect Yarra's heritage and neighbourhood character
- 4.2 Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing
- 4.3 Plan, promote and provide built form, open space that is accessible to all ages and abilities
- 4.4 Protect Council assets through effective proactive construction management
- 4.5 Encourage and promote environmentally sustainable building, urban design, place-making and public realm outcomes
- 4.6 Provide direction and improve decision making on infrastructure projects through the application of the Strategic Community Infrastructure Framework
- 4.7 Encourage engagement with the community when developments are proposed

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of A liveable Yarra.

Action Progress Summary

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

Action	Start Date / End Date		
4.01 Development Contributions Plan – Planning Scheme Amendment	01/07/19 30/06/20		
4.02 Strategies for the hospital and education precincts	01/07/19 30/06/20		
4.03 Queens Parade Design and Development Overlay	01/07/19 30/06/20		
4.04 Built Form Analysis for Heidelberg Road, Alphington	01/07/19 30/06/20		
4.05 Built Form Analysis for Major Activity Centres	01/07/19 30/06/20		
4.06 Structure planning for Major Activity Centres in Yarra	01/07/19 30/06/20		
4.07 Negotiate Joint Use Agreement with Richmond High School	01/07/19 30/06/20		
4.08 Review and develop a framework for management of Council's own heritage assets	01/07/19 30/06/20		

August 24, 2020

Page 16 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Action		Start Date	/ End Date							
4.09	Deliver Social and Affordable Housing Strategy	01/07/19	<div><div></div></div>	0%	20%	40%	60%	80%	100%	<div><div></div></div>
4.10	Nicholson Village Bus Depot	01/07/19	<div><div></div></div>	0%	20%	40%	60%	80%	100%	<div><div></div></div>
4.11	Progress the Yarra Planning Scheme rewrite	01/07/19	<div><div></div></div>	0%	20%	40%	60%	80%	100%	<div><div></div></div>

August 24, 2020

Page 17 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

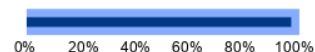
2019/20 Annual Plan Quarterly Progress Report - June

4.01 Development Contributions Plan – Planning Scheme Amendment

Council Plan Initiative:

Progress a Planning Scheme amendment to implement a Development Contribution Plan

Council approved a Development Contributions Plan (DCP) in 2018/19. The DCP will require developers to contribute to infrastructure upgrades like roads and footpaths and community facilities to help provide for the needs of our growing city. Council will prepare a Planning Scheme Amendment to implement the DCP approved by Council, for submission to the Minister of Planning for approval.



Branch Office of the Director Planning and Place Making

Quarterly Milestones

September Advocate to Minister for Planning to approve DCP Amendment post Council adoption

December Complete internal systems to capture contributions and systematically record receipt and acquittals (if approved)

March Implement system once approved by Minister for Planning

Quarterly Progress The Development Contributions Plan Planning Scheme amendment was lodged with the Ministers office mid 2019. Advocacy is ongoing at the regular meetings between the CEO and the Local Member of Parliament (also the Minister for Planning) and the Director Planning and Place Making with Executive officers urging the timely approval of the DCP Planning scheme Amendment.

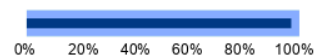
Internal systems have been developed to capture contributions and systematically record receipt and acquittals in readiness for the approval of Planning Scheme amendment.

4.02 Strategies for the hospital and education precincts

Council Plan Initiative:

Prepare strategies for the Epworth and St Vincent's hospital precincts and the Australian Catholic University education precinct identified in Plan Melbourne 2017-2050

Council will scope proposal and engage with state agencies to prepare strategies for the hospital and education precincts around St Vincent's and Epworth hospitals, and the Australian Catholic University.



Branch City Strategy

Quarterly Milestones

March Scope proposal and seek engagement and support from state agencies

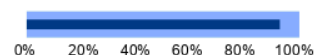
Quarterly Progress Council has been in discussion with State Government representatives responsible for the Hospital and Education portfolios and has been advised these precincts within Yarra are not current priorities and as such there is no available funding.

4.03 Queens Parade Design and Development Overlay

Council Plan Initiative:

Prepare a Planning Scheme amendment seeking permanent development and design overlay controls for Queens Parade North Fitzroy

Council will prepare and exhibit a new Design and Development Overlay for the Queens Parade area of Fitzroy North to introduce improved planning policy and guidance for the area within the Yarra Planning Scheme.



Branch City Strategy

Quarterly Milestones

September Advocate Council's position at panel

December

August 24, 2020

Page 18 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Consider the report and recommendations of the Planning Panel and seek Council adoption of the Amendment

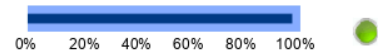
Quarterly Progress Comments A Report on this amendment was considered by Council in March. Two parts were adopted and one part deferred until the VCAT decision on a S39 appeal is determined.

4.04 Built Form Analysis for Heidelberg Road, Alphington

Council Plan initiative:

Develop planning controls for Heidelberg Road, Alphington in conjunction with Darebin Council

Council will undertake built form analysis for Heidelberg Road, Alphington, which will be implemented by planning controls in the Yarra Planning Scheme.



Branch City Strategy

Quarterly Milestones

December Prepare draft Local Area Plan for consultation

March Seek Council consent to undertake consultation

June Finalise Local Area Plan and commence preparations for a Planning Scheme Amendment

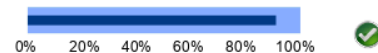
Quarterly Progress Comments Council resolved in February 2020 to seek some interim planning scheme provisions from the Minister for Planning. The Local Area Plan is largely completed and awaiting Darebin City Council to do the north side of the road.

4.05 Built Form Analysis for Major Activity Centres

Council Plan Initiative:

Prepare a built form analysis as part of the preparation of structure plans for major activity centres

Council will prepare Built Form Analysis to inform Structure Plans for the Brunswick Street /Smith Street Major Activity Centres in Yarra and to support the future preparation of Design and Development Overlays in the Yarra Planning Scheme.



Branch City Strategy

Quarterly Milestones

September Consider report on the Built Form Studies and commence preparation of a planning amendment for interim planning controls

June Seek Council consent to undertake consultation on draft studies and draft amendment

Quarterly Progress Comments Council received approval for C220 - Johnston Street. An independent panel hearing is set for the end of July to consider submissions to Amendment C 191 - Swan Street.

4.06 Structure planning for Major Activity Centres in Yarra

Council Plan Initiative:

Continue to develop structure plans for Yarra's major activity centres which build on the unique character of each precinct

Council will prepare Built Form Analysis and Structure Plans for Major Activity Centres in Yarra to support the future preparation of Design and Development Overlays in the Yarra Planning Scheme.



Branch City Strategy

Quarterly Milestones

August 24, 2020

Page 19 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

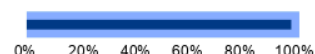
September	Complete background analysis report for Victoria Street and Bridge Road
December	Finalise draft Structure Plans
March	Seek Council consent to undertake community consultation
June	Report to Council seeking consideration of final Structure Plans
Quarterly Progress	Preliminary work being undertaken, however, this projects has been delayed due to reallocation of resources required for Amendment C231 Queens Parade.
Comments	

4.07 Negotiate Joint Use Agreement with Richmond High School

Council Plan Initiative:

Campaign for appropriate joint use agreements for shared use community facilities as part of the Richmond High School project

Council will work with the Department of Education and Training to develop a Joint Use Agreement for community facilities as part of the Richmond High School project.



Branch Office of the Director City Works and Assets

Quarterly Milestones

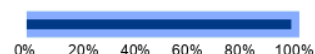
September	Continue to engage with School Principal regarding use of facilities in the precinct to determine the details of the Joint Use Agreements, including potential stakeholders and user groups for the school facilities
December	Finalise draft Joint Use Agreement with the School Principal [Deferred by Council resolution 2 June 2020]
March	Seek School Council and Yarra City Council endorsement of Joint Use Agreement [Deferred by Council resolution 2 June 2020]
Quarterly Progress	The project was initially delayed in 2019 due to the unfortunate circumstances leading to an Acting Principal taking over and further by the disruption to schools nationally as an impact of the ongoing COVID emergency and restrictions on public movements. December and March milestones were deferred by Council resolution on 2 June 2020.
Comments	

4.08 Review and develop a framework for management of Council's own heritage assets

Council Plan initiative:

Strengthen the protection of Yarra's heritage through the planning scheme, education, and resource provision

Council will identify and assess properties with shared heritage value and update their statements of significance.



Branch CEO Office

Quarterly Milestones

September	Initiate preparation of a framework for management of Yarra's own heritage assets
December	Consult with internal and external stakeholders
March	Present a draft framework to Executive [Deferred by Council resolution 2 June 2020]
June	Present a draft framework to Council [Deferred by Council resolution 2 June 2020]
Quarterly Progress	Project has been delayed due to restrictions on consultation and site visits as a result of the COVID-19 pandemic. March and June milestones were deferred by Council resolution on 2 June 2020.
Comments	

4.09 Deliver Social and Affordable Housing Strategy

Council Plan Initiative:

Advocate to federal and state governments through Yarra IMAP, MAV, ISMMF, VLGA on affordable and community housing.

Through Council Plans and other strategic documents, Council has expressed its commitment to maintain and

August 24, 2020

Page 20 of 33

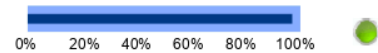
Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

support a socially, economically and culturally diverse community. This commitment is further evidenced by the financial support it has provided to the community housing sector, its resolute pursuit of affordable housing outcomes at major development sites and strategic advocacy to state and commonwealth governments.

A Social and Affordable Housing strategy, will encompass strategic directions for Council through its roles as a planning authority and community advocate.



Branch *Social Strategy and Community Development*

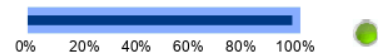
Quarterly Milestones

September	Complete public exhibition/consultation Present draft Strategy to Council for adoption
December	Commence implementation of strategy Support and participate in quarters 1 and 2 meetings
Quarterly Progress Comments	The Social and Affordable Housing Strategy was adopted by Council in November 2019 along with an updated Policy Guidance Note: Affordable Housing Outcomes at Significant Developments. Implementation of the adopted Strategy commenced in November 2019 and is ongoing. The Strategy contains a mix of policy directions and specific activities. As committed to in the Strategy, an annual update will be provided to Council on progress.

4.10 Nicholson Village Bus Depot

Council Plan Initiative:
Develop planning controls for the Nicholson Street Bus Depot, North Fitzroy

Progress a built form analysis for the Nicholson Village Bus Depot Precinct.



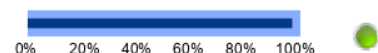
Branch *City Strategy*

Quarterly Milestones

September	Brief Councillors on a planning assessment for the bus depot site
Quarterly Progress Comments	Council received a briefing in September on the outcomes of the review of the existing planning controls for the Nicholson Street Bus Depot site.

4.11 Progress the Yarra Planning Scheme rewrite

The Planning Scheme sets out how land can be used, developed and protected. Council has been working on a major rewrite of the Planning Scheme to update areas of local policy that needed to be strengthened. This year Council will finalise the draft Planning Scheme and seek authorisation from the Minister for Planning to put it on exhibition for public consultation.



Branch *City Strategy*

Quarterly Milestones

September	Continue to draft policies in the new format required by DELWP, and Continue to brief Councillors of the proposed policies
December	Seek Council consent to seek 'authorisation' from the Minister for Planning to place on exhibition a draft new Yarra Planning Scheme
March	If authorisation provided, brief Councillors on submissions received
June	Report back to Council post exhibition regarding submissions and recommend final planning scheme provisions

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Quarterly Progress Comments	Council endorsed a draft Local Planning Framework for the purpose of consultation and has sought authorisation from the Minister for Planning to exhibit the amendment and undertake community consultation. Preliminary contact has been made with resident community groups to outline the work and the amendment process.
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Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

5 . A prosperous Yarra

a place where...Local businesses prosper and creative and knowledge industries thrive

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








Strategies







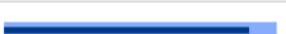

Council's work to achieve this Strategic Objective include the following strategies :

- 5.1 Maintain and strengthen the vibrancy and local identity of retail and commercial precincts
- 5.2 Strengthen and monitor land use change and economic growth including new and emerging economic clusters
- 5.3 Create local employment opportunities by providing targeted and relevant assistance to facilitate business growth, especially for small and medium size enterprises and entrepreneurs through the attraction and retention of businesses
- 5.4 Develop Innovative Smart City solutions in collaboration with government, industry and community that use technology to embrace a connected, informed and sustainable future
- 5.5 Facilitate and promote creative endeavour and opportunities for the community to participate in a broad range of arts and cultural activities
- 5.6 Attract and retain creative and knowledge industries in Yarra
- 5.7 Ensure libraries and neighbourhood houses support lifelong learning, wellbeing and social inclusion

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of A prosperous Yarra.

Action Progress Summary

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

Action	Start Date / End Date		
5.01 Economic Development Strategy	01/07/19 30/06/20		
5.02 Local retail precincts	01/07/19 30/06/20		
5.03 Brunswick Street Streetscape Master Plan (BSSMP)	01/07/19 30/06/20		
5.04 Develop Yarra as a Smart City	01/07/19 30/06/20		

August 24, 2020

Page 23 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

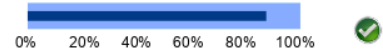
2019/20 Annual Plan Quarterly Progress Report - June

5.01 Economic Development Strategy

Council Plan initiative:

Promote the benefits of doing business locally including the benefit of access by walking and cycling

Yarra's Economic Development Strategy outlines how Council can best support economic development by fostering greater investment and jobs growth in the municipality. Council will review the current Strategy, including consultation with stakeholders, for adoption by Council.



Branch *City Strategy*

Quarterly Milestones

September Commence project inception

December Complete review and prepare draft strategy

March Seek Council consent to undertake consultation on draft strategy

June Finalise strategy and seek Council adoption

Quarterly Progress Comments Council endorsed a report to place the draft Strategy on public display for community consultation 2 June 2020. This process has been impacted by Covid-19 which had delayed the preparation of the draft Strategy and report to Council. The Strategy is now scheduled to be presented to Council by the end of 2020.

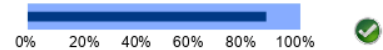
5.02 Local retail precincts

Council Plan initiatives:

Promote the benefits of doing business locally including the benefit of access by walking and cycling

Engage with local traders, leasing agents and property owners to strengthen the viability of Yarra's activity centres such as Bridge Road including the activation of empty spaces

To support local retail precincts, this year Council will trial various marketing channels to help inform an annual marketing strategy to encourage residents to shop locally, with an emphasis on walking/cycling options, participate in State Government project to better manage retail vacancies using Bridge Road and Victoria Street as a pilot and complete Year 3 of the Victoria Street shop front improvement program.



Branch *City Strategy*

Quarterly Milestones

September Participate in revitalisation project sponsored by the Minister for Planning

Complete development of digital maps for 12 precincts that will provide content for marketing on various media and marketing platforms

December Promote and advocate the benefits of walking, cycling and supporting local businesses

March Complete third year program of shop front improvements in Victoria Street

Quarterly Progress Comments Digital maps have been completed for 9 retail precincts, the remaining 3 were impacted by the Covid-19 impact, officers hope to complete these by December 2020.

Council officers are participating in the revitalisation project and have attended all project meetings to date.

Council implemented a shop local campaign in Nicholson Village targeting residents living 500m from the precinct, promoting and advocate the benefits of walking, cycling and supporting local businesses.

Permits have been approved for the designs for three shop front windows/facades on Victoria Street. Shade banners have been installed on 9 shops as part of the third year of shop front improvements in Victoria Street.

5.03 Brunswick Street Streetscape Master Plan (BSSMP)

Council Plan Initiative:

Undertake at least three streetscape masterplans for shopping strips based on Place Making principles

August 24, 2020

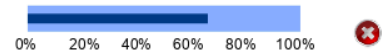
Page 24 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Council will prepare a masterplan for the Brunswick Street activity centre, undertake consultation and seek adoption of final masterplan by Council.



Branch *City Strategy*

Quarterly Milestones

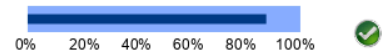
September	Finalise background report on issues, opportunities and vision
December	Seek Council consent to undertake consultation on background report
March	Prepare draft masterplan for Council consideration
June	Report back to Council post submissions
Quarterly Progress	Draft Brunswick Street Streetscape Master Plan for consultation purposes completed. Further refinement will occur following consultation feedback.
Comments	

5.04 Develop Yarra as a Smart City

Council Plan initiative:

Implement an innovation hub to bring people together to focus on creative solutions, enabling a culture of continuous improvement, innovation and collaboration

Collaborate with the local community and relevant stakeholders to ensure Yarra becomes a Smart City which delivers a connected, informed and sustainable future.



Branch *Office of the Director City Works and Assets*

Quarterly Milestones

September	Identify and implement the hub for smart and future city solutions (Yarra CityLab) Establish a dedicated Internet of Things network to enable Yarra and its community to connect
March	Connect with 20 Local Government Authorities and Industry organisations around smart city and smart infrastructure opportunities
June	Initiate 4 Internet of Things and smart city trials
Quarterly Progress	Yarra CityLab is operational as the Yarra's Smart City Office (hub for smart and future city solutions). The core foundation has been established which includes development and implementation of the strategy, governance structure, prioritisation process and measures/KPIs.
Comments	

38 connections have been made to date across smart and future technology industries, businesses, government and education sectors. Seven of these have been entered into our partnership ecosystem of smart city vendors, consultants and subject matter experts. This ecosystem will continue to be expanded on across the coming months.

Several IoT and smart city trials are in place including Yarra Science Play (Primary School STEM program), water quality and fill level sensors and a smart screen trial. A smart lighting project has commenced as part of the Safe and Liveable Victoria Street Project. Projects being investigated for the upcoming period include an eco-renewable smart bench trial and activating a Smart Cities Working Group with a number of neighbouring councils to share knowledge and explore opportunities for collaboration.

August 24, 2020

Page 25 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

6 . A connected Yarra

a place where...Connectivity and travel options are environmentally sustainable, integrated and well-designed

Council is committed to creating a city that is accessible to all irrespective of levels of personal mobility, to support a fulfilling life without the need for a car.

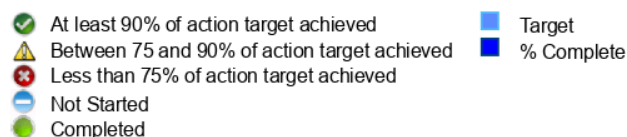
Strategies

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

- 6.1 Manage traffic movement and promote road safety within local roads
- 6.2 Work in partnership with Vicroads and influence traffic management and road safety on main roads
- 6.3 Investigate and implement effective parking management options
- 6.4 Improve accessibility to public transport for people with mobility needs and older people
- 6.5 Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness
- 6.6 Advocate for increased infrastructure and performance of public transport across Melbourne

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of A connected Yarra.

Action Progress Summary



Action	Start Date / End Date		
6.01 Variable parking trial and consultative forum	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100%	●
6.02 Low speed traffic environments	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100%	●
6.03 Complete Wellington Street Bike Lane	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100%	●
6.04 Review Local Area Place Making Policy	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100%	✓
6.05 Advocate for Disability Discrimination Act compliant tram stops	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100%	●
6.06 Public Transport Advocacy	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100%	●

August 24, 2020

Page 26 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

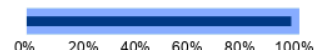
6.01 Variable parking trial and consultative forum

Council Plan Initiative:

Continue to utilise data, technology and community consultation in considering the appropriate management of parking

A trial of variable paid parking options on Bridge Road commenced in 2018/19 to understand how variable pricing will influence occupancy rates of the on-street Bridge Road parking. Council will analyse trial data and consider options of variable pricing for different sections of Bridge Road and develop a template that can be applied to other locations within Yarra.

Council will consult with the community to seek further ideas and input into car-parking initiatives and the use of road space.



Branch *Compliance and Parking Services*

Quarterly Milestones

September Complete variable parking trial

December Hold a community consultative forum on parking and related matters
Analyse data

March Present report to Council on results of trial to consider any further action

Quarterly Progress A Parking forum was held in December, attended by over 80 residents and traders. A report was presented to Council briefing in February on the outcomes of the trial and forum.

Comments

Current initiatives undertaken:

- Updated Bridge Road restrictions for consistent signage and to address high usage times,
- Review and update of parking guidelines March 2020- from feedback from Parking forum,
- Sensor relays rolled out June 2020 to improve data collection of traffic turnover and usage.

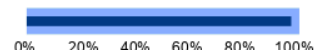
6.02 Low speed traffic environments

Council Plan Initiative:

Continue to provide low speed environments and community education for pedestrians, cyclists, motor-cyclists and vehicle drivers and passengers

Yarra became the first council in Australia to trial a 30km/h area-wide speed limit in September 2018. The trial area is in the neighbourhood streets bordered by Alexandra Parade, Johnston Street, Hoddle Street and Nicholson Street and aims to create safer and more liveable streets, especially for people who walk and cycle. Council will continue to monitor the effectiveness of the trial and the potential for wider application across Yarra.

Council will advocate to State Government for reduced speed through activity centres on arterial roads to a consistent 40 km/h, including Nicholson Street and St Georges Road activity centres.



Branch *Traffic and Civil Engineering*

Quarterly Milestones

September Conclude 12 month 30km/h trial in Fitzroy and prepare initial report to Council

December Advocate to State Government for reduced speed through activity centres on arterial roads to a consistent 40 km/h, including Nicholson Street and St Georges Road activity centres

March Following analysis, present a report to Council on results of trial to consider any further action

Quarterly Progress Officers continue to advocate to the Department of Transport over the retention of the current 30km speed limit, and wider application of 30 kmh zones.

Comments

Advocacy on this matter is ongoing, and has been raised both formally, and consistently informally, with senior Department of Transport representatives.

6.03 Complete Wellington Street Bike Lane

August 24, 2020

Page 27 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

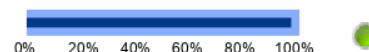
Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Council Plan Initiative:

Complete construction of the Wellington Street Bike (Copenhagen style) Lane to Johnston Street

Council is extending the existing protected bike lanes on Wellington Street in Collingwood to provide a safer and better connected journey for cyclists. Construction of the bike lane on Wellington Street, between Gipps Street and Johnston Street, commenced in 2018/19 and will be completed this year.



Branch Strategic Transport

Quarterly Milestones

September Complete Stage 2 separated bicycle lane project

Quarterly Progress Construction of Stage 2 of the Wellington Street bike lane was completed with formal launch by the Minister in October 2019.

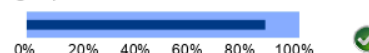
Comments

6.04 Review Local Area Place Making Policy

Council Plan initiative:

Transition Local Area Traffic Management programs to Local Area Place Making programs

Council will review the Local Area Place Making policy following the transition from a Local Area Traffic Management approach to ensure appropriate coverage and inclusion of all relevant place making aspects.



Branch Traffic and Civil Engineering

Quarterly Milestones

September Undertake an internal review of the current policy

March Inform Council of results of internal review of policy

Quarterly Progress The review of the Local Area Place Making Policy has been completed and a report has been presented to Executive identifying future options for consideration. Some further work is now being done across the organisation to confirm the internal relationships, interdependencies, resourcing and the preferred approach in future. The endorsed 2020/21 Council Action Plan includes an action for a report on the revised LAPM Policy to be presented to Council by December 2020.

Comments

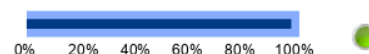
6.05 Advocate for Disability Discrimination Act compliant tram stops

Council Plan Initiatives:

Continue to facilitate the upgrade of local tram stops to comply with the Disability Discrimination Act to support both access and viability of activity centres

Advocate to the state government for improved accessibility to public transport services

Public transport in the City of Yarra needs to be made more accessible for people with disability and to comply with the provisions of the Commonwealth Government's Disability Discrimination Act (1992) (DDA) and the Disability Standards for Accessible Public Transport (2002). Accessibility is at the forefront of ensuring independence and engagement for people 50+ and people with disability in our municipality.



Branch Strategic Transport

Quarterly Milestones

September Agree MOU with Yarra trams re DDA tram stops

December Provide advice on DDA trams stops on Brunswick Street as part of the streetscape master plan

March Continue to advocate for Disability Discrimination Act compliant tram stops on Bridge Road

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

Quarterly Progress	Council continues to lobby and provide advice to improve tram stop compliance and safety on Brunswick Street and other locations within Yarra. Currently a study is being progressed by Yarra Trams and Public Transport Victoria on priorities for future budget allocations, this won't conclude for 12 months.
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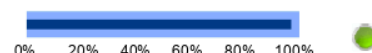
6.06 Public Transport Advocacy

Council Plan initiative:

Advocate to the State Government for improved accessibility to public transport services

Advocate for improved public transport services to meet population growth including Chandler Highway north-south bus route, Doncaster Rail, Hoddle Street Study, Airport Rail, MM2 and Alexandra Parade.

The North East Link (NEL) is a proposed \$16 billion freeway connection of the M80 Ring Road to the Eastern Freeway. The project also includes new cycle paths and construction of a busway on the Eastern Freeway. While the NEL is some distance from Yarra, it has the potential to bring large volumes of additional traffic to Yarra via the Eastern Freeway. In May 2019, Council resolved to make a formal submission on the NEL Project and Environment Effects Statement.



Branch Strategic Transport

Quarterly Milestones

September	Deliver Council submission to NEL Panel hearings including on the NEL busway and public transport solutions
December	Prepare mitigation plans and other projects to discuss with consortia if the NEL is tendered
March	Hold discussions with NEL consortia regarding Council's position
June	Provide briefing to Councillors on NEL updates and on ongoing public transport advocacy

Quarterly Progress Councillors received a briefing in May in preparation for a Council workshop on Council's public transport advocacy efforts and future priorities.

Comments Discussions have taken place with State Government, agencies and public transport operators advocating on a range of issues including:

- safety improvements and DDA tram stop upgrades at a number of sites across Yarra,
- new east west bus connections in the vicinity of Victoria Park,
- upgrades of the DART as part of North East link project,
- extension of the 246 to Moonee Valley and its upgrade to Smart Bus,
- long term bus operations between the Eastern Freeway and the CBD via Yarra, and
- electric bus deployment.

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

7 . A leading Yarra

a place where...Transparency, performance and community participation drive the way we operate

Council is committed to change through an energised, cohesive team of professionals, recognised for our leadership, innovation and service.






Strategies




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

- 7.1 Ensure Council's assets and financial resources are managed responsibly to deliver financial sustainability
- 7.2 Continue to develop a culture of continuous improvement and innovation
- 7.3 Maintain a culture of transparency, governance, ethical practice and management of risks that instils a high level of community respect and confidence in Council decision-making
- 7.4 Ensure Council services are efficient, well-planned, accessible and meet community needs
- 7.5 Provide the community with meaningful and genuine opportunities to contribute to and participate in Council planning and decision making processes with a focus on young people, hard to reach and traditionally underrepresented communities
- 7.6 Enable greater transparency and access to the conduct of Council Meetings
- 7.7 Develop innovative Smart City solutions in collaboration with Government, Industry and Community which will use open data technology
- 7.8 Continue a 'customer centric' approach to all service planning and delivery
- 7.9 Advocate for the best interests of our community

The following actions are being undertaken in 2019/20 to work toward achieving Council's strategic objective of A leading Yarra.

Action Progress Summary

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

Action	Start Date / End Date	
7.01 Community engagement	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100% 
7.02 Customer Experience Strategy 2019-2022	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100% 
7.03 Council meeting live streaming	01/07/19 30/06/20	<div><div></div></div> 0% 20% 40% 60% 80% 100% 

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

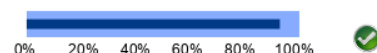
2019/20 Annual Plan Quarterly Progress Report - June

7.01 Community engagement

Council Plan initiative:

Design and deliver planned engagement processes to encourage community involvement in Council decision making in line with the Community Engagement Policy

Engaging our community and stakeholders is an important part of making decisions at Yarra. Our community engagement policy sets out our commitment to inclusive community engagement. Council is undertaking a number of community consultations and engagements in 2019/20 involving targeted methods to reach out to traditionally under-represented groups and creative approaches to involve broad representation of the community.



Branch *Advocacy and Engagement*

Quarterly Milestones

September Utilise digital mapping tools to engage a wide demographic of residents in the North Carlton LAPMS engagement process

December Partner with the finance branch to deliver a municipal-wide early 2020/21 budget consultation

March Present refreshed Community Engagement Policy (with a greater focus on tailored engagement to our diverse community) to Council for adoption

June Commence implementation of Engagement Policy year 1 actions

Quarterly Progress Council has been briefed on the Policy which is scheduled to go to Council for adoption in early August. Implementation of the year 1 actions have already commenced.

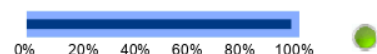
Comments

7.02 Customer Experience Strategy 2019-2022

Council Plan Initiative:

Continue to implement strategies that enhance customer and community experience with Council across services

Our approach is to create experiences where we value our connection, engagement and relationship with every customer and provide consistency, ease and speed across all customer channels.



Branch *Customer Service*

Quarterly Milestones

September Promote and implement Customer Experience Strategy

March Develop customer journey maps for high volume/high impact requests

Quarterly Progress The strategy outlines a three year road map of improvements to support internal and external service experience transformation. First stages of promotion and implementation and has engaged leaders across the organisation. The target milestones have evolved since original inception and mapping is taking a wider approach.

Comments

7.03 Council meeting live streaming

Council Plan initiative:

Implement a cost effective system to broadcast Council meetings

Commission and install equipment and infrastructure to enable live streaming of Council meetings from Collingwood, Fitzroy and Richmond Town Halls. Commence live streaming meetings with the Ceremonial Meeting in November 2019.



Branch *CEO Office*

Quarterly Milestones

September Develop project scope and undertake procurement process

August 24, 2020

Page 31 of 33

Attachment 1 - 2019/20 Annual Plan Quarterly Progress Report - June

Council Plan 2017-2021 : Year 3

2019/20 Annual Plan Quarterly Progress Report - June

December	Stream ceremonial meeting from Collingwood Town Hall Install and commission equipment
March	Commence streaming of ordinary meetings from Fitzroy Town Hall
June	Commence streaming of ordinary meetings from Richmond Town Hall
Quarterly Progress Comments	All equipment has been installed and commissioned. Two meetings were streamed from Richmond Town Hall in November 2019 including the Ceremonial Meeting, as a 'soft launch' of the initiative. The December Council meeting at Fitzroy Town Hall, was successfully streamed.

Attachment 2 - Capital Adjustments Running Table - 2019/20 Final

Capital Adjustments Running Table - 2019-20 Final.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Change Request Type	Reason	Approval Date	2019/20 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
	2019/20 Capital Works Program				2019/20 Capital Works Program (incorporating changes as per budget resolution 25 June 2019)		31,243,606	
	2018/19 Capital Works Carried Forward		+6,015,100	Carry Forward	2018/19 Capital Works carried forward to 2019/20; Running total is effective adopted 2019/20 capital works budget after application of carry-overs		37,258,706	
2619	Federal Blackspot Program	0	+1,154,000	New Project (Grant)	Project funded via VicRoads to reduce accidents at various locations	28/08/2019	38,412,706	+1,154,000
2305 2487	Ramsden Street Oval Sports Lights	131,000	+119,000	Scope/Budget Increase	Additional foundations work required & extra costs associated with climate policy	28/08/2019	38,531,706	+1,273,000
2621	Brunswick Street Oval Precinct Redevelopment	0	+750,000	New Project (Grant)	Funding for preliminary consulting services and site testing	28/08/2019	39,281,706	+2,023,000
2620	Ewing Collection	0	+10,000	New Project (Grant)	Fitzroy Library Ewing Trust grant (purchase of library assets)	28/08/2019	39,291,706	+2,033,000
New	Truro Street Intersection Works	0	+120,000	New Project (Grant)	Receiving funding from Major Road Project Victoria for safety works at Hoddle Street	25/09/2019	39,411,706	+2,153,000
2250	Asset Management System Upgrade	198,000	+116,000	Scope/Budget Increase	Project scope increased to include CRM integration	25/09/2019	39,527,706	+2,269,000
2615	Libraries Extended Hours Access Point	80,000	+24,000	Scope/Budget Increase	Project scope increased to also do works at the Richmond library	25/09/2019	39,551,706	+2,293,000
2533	Carlton Library Security Works	24,000	-24,000	Deferral	Project works deferred to 2020/21 and budget re-allocated to project 2615 (Libraries Extended Hours)	25/09/2019	39,527,706	+2,269,000
2419	Docker St, Richmond (Swan St to Gipps St) - drainage	70,000	-70,000	Savings	Project brought forward and completed in late 2018/19 financial year, resulting in savings in 2019/20	23/10/2019	39,457,706	+2,199,000
2420	Gardner St, Richmond (Highett St to Kent St) - drainage	70,000	-70,000	Savings	Project brought forward and completed in late 2018/19 financial year, resulting in savings in 2019/20	23/10/2019	39,387,706	+2,129,000
2421	Gipps St, Abbotsford (Park St to Nicholson St) - drainage	100,000	-100,000	Savings	Project brought forward and completed in late 2018/19 financial year, resulting in savings in 2019/20	23/10/2019	39,287,706	+2,029,000
New	Lennox Street Drainage	0	+50,000	New Project	New urgent project - Drainage issues near existing pits	23/10/2019	39,337,706	+2,079,000
New	Brunswick Street Drainage	0	+135,000	New Project	New urgent project - Replace collapsed pipe as a result of CCTV inspection	23/10/2019	39,472,706	+2,214,000
New	Lt Turner Street Drainage	0	+35,000	New Project	New urgent project - Rectify stormwater flooding issues off Hoddle Street	23/10/2019	39,507,706	+2,249,000
2245	Sherrin Stand Waterproofing	300,000	+310,000	Scope/Budget Increase	Stage 2 works brought forward so that the AFLW redevelopment can proceed	23/10/2019	39,817,706	+2,559,000
2202	Bob Rose Pavilion Works	590,000	-190,000	Savings	Project savings expected and savings re-allocated to project 2245 (Sherrin Stand waterproofing)	23/10/2019	39,627,706	+2,369,000
2564	Ryder Stand Waterproofing	125,000	-120,000	Deferral	Project deferred to 2020/21 financial year and budget re-allocated to project 2245 (Sherrin Stand waterproofing)	23/10/2019	39,507,706	+2,249,000
2486	Open Space Minor Works	27,000	+42,646	Scope/Budget Increase	Project scope increased to include work at Mayors Park tennis/netball courts	27/11/2019	39,550,352	+2,291,646
2508	Smith Reserve Turf Renovations	10,000	-10,000	Scope/Budget Decrease	Project brought forward and completed in late 2018/19 financial year, resulting in savings in 2019/20	27/11/2019	39,540,352	+2,281,646
2484	Citizens Park Cricket Nets	41,000	-32,646	Scope/Budget Decrease	Project works completed under budget	27/11/2019	39,507,706	+2,249,000
New	Collingwood Children's Farm Elevated Walkway	0	+63,000	New Project	New urgent project - replace deck (safety issues)	27/11/2019	39,570,706	+2,312,000
2509	Walker Street Soccer Oval	78,000	-63,000	Scope/Budget Decrease	Project scope reduced to undertake high priority works only at Walker St Oval, providing savings for new Collingwood Children's Farm Elevated Walkway project; lower priority works at Walker St Oval deferred to 2020/21	27/11/2019	39,507,706	+2,249,000
2239	Malcolm Graham Pavilion	1,371,000	+220,000	Scope/Budget Increase	Budget increased due to latent conditions	27/11/2019	39,727,706	+2,469,000
2242	RRC Dry-side Change Rooms	630,000	-220,000	Savings	Project works completed under budget	27/11/2019	39,507,706	+2,249,000
New	GIS Replacement	0	+659,000	New Project	New urgent project - replace existing GIS as Ministerial procurement exemption will expire	27/11/2019	40,166,706	+2,908,000
2576	PC Replacement Program	510,000	+200,000	Scope/Budget Increase	Extra funding required to facilitate move to a mobile workforce	27/11/2019	40,366,706	+3,108,000

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Capital Adjustments Running Table - 2019-20 Final.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Change Request Type	Reason	Approval Date	2019/20 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
1931	Property & Rating Software Upgrade	859,000	-859,000	Project Removed	Project not proceeding as vendor readiness with new software uncertain; savings applied to new GIS replacement project and project 2576 (PC Replacement Program); Property & Rating system upgrade/replacement deferred pending outcome of IS Future Directions Strategy review	27/11/2019	39,507,706	+2,249,000
1932	Carlton Hall (Dancehouse) Air-conditioning	70,000	+84,000	Scope/Budget Increase	Increase to the scope/budget endorsed by Council (12/11/19) as a result of Q1 budget review; funded from Q1 operating surplus	12/11/2019	39,591,706	+2,333,000
New	Brunswick Street Oval - Scoreboard	0	+30,000	New Project	New project endorsed by Council (12/11/19) as a result of Q1 budget review; funded from Q1 operating surplus	12/11/2019	39,621,706	+2,363,000
New	On-Line Digital Planning	0	+150,000	New Project	New project endorsed by Council (12/11/19) as a result of Q1 budget review; funded from Q1 operating surplus	12/11/2019	39,771,706	+2,513,000
2345	Gold St (Noone St to Page St) - footpath	50,000	+80,000	Scope/Budget Increase	Extra funding required for extra footpath and associated kerb and channel works	22/01/2020	39,851,706	+2,593,000
2348	Johnston St, Abbotsford (Clarke St to river) - footpath	80,000	-80,000	Deferral	Project cannot proceed due to pending VicRoads works	22/01/2020	39,771,706	+2,513,000
2126	LAPM 9 Rose Precinct	250,000	+100,000	Scope/Budget Increase	Received extra funding from TAC to do work at Rose Street (Shared Zone)	22/01/2020	39,871,706	+2,613,000
2588	Cremorne Public Realm Project	55,000	-	Scope Change	Change of sites in Stephenson St, Cremorne, due to developer works	22/01/2020	39,871,706	+2,613,000
2422	Glass St, Richmond (Beissel St to Newry St) - Drainage	200,000	-173,050	Deferral	Melbourne Water are investigating possible upgrade works for the Richmond Quarry Main Drain	26/02/2020	39,698,656	+2,439,950
2334	Botherambo St, Richmond (Tanner St to Montgomery St) - Footpath	15,000	-15,000	Deferral	Project deferred to enable higher priority projects to be delivered this financial year	26/02/2020	39,683,656	+2,424,950
2371	Chapel St, Fitzroy (Young St to Napier St) - Pavement	40,000	-40,000	Deferral	Project deferred to enable higher priority projects to be delivered this financial year	26/02/2020	39,643,656	+2,384,950
2312	Bedford St, Collingwood (Otter St to End of St) - Kerb & Channel	60,000	-60,000	Deferral	Two developments currently being constructed, project deferred	26/02/2020	39,583,656	+2,324,950
2381	Glasgow St, Collingwood (Wellington St to Rokeby St) - Pavement	40,000	-40,000	Deferral	Development commenced, project deferred	26/02/2020	39,543,656	+2,284,950
2392	Mary St, Richmond (McNamara St to Swan St) - Pavement	75,000	-75,000	Deferral	Development commenced, project deferred	26/02/2020	39,468,656	+2,209,950
2403 2404 2405 2406	Station St, Nth Carlton (Richardson St to Newry St) - Pavement	415,000	-415,000	Deferral	City West Water works in progress	26/02/2020	39,053,656	+1,794,950
2323	Lygon St, Carlton (Holton St East to Pigdon St) - Kerb & Channel	50,000	-50,000	Deferral	Deferred to 2020/21 - additional works required to fix kerb prior to footpath works	26/02/2020	39,003,656	+1,744,950
2365	Young St, Fitzroy (Gertrude St to Victoria Pde) - Footpath	30,000	-30,000	Deferral	Deferred to 2020/21 - additional works required to fix kerb prior to footpath works	26/02/2020	38,973,656	+1,714,950
2360	Swan St, Richmond (Burnley St to Stawell St) - Footpath	65,000	-65,000	Deferral	Project deferred to enable higher priority projects to be delivered this financial year	26/02/2020	38,908,656	+1,649,950
2396	Napier St, Fitzroy (Moor St to Condel St) - Pavement	30,000	-30,000	Deferral	Project deferred to enable higher priority projects to be delivered this financial year	26/02/2020	38,878,656	+1,619,950
New	Somerset St, Richmond (McKenzie St to Gardner St) - Drainage	0	+150,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,028,656	+1,769,950
New	Harvey St, Richmond (Swan St to Lesney St) - Pavement	0	+43,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,071,656	+1,812,950
New	Bank St, Richmond (Highett St to Cameron St) - Pavement	0	+76,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,147,656	+1,888,950

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Capital Adjustments Running Table - 2019-20 Final.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Change Request Type	Reason	Approval Date	2019/20 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
New	Rule St, Richmond (Bromham Pl to Church St) - Pavement	0	+90,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,237,656	+1,978,950
New	Kenny St, Richmond (Bank St to End of St) - Pavement	0	+53,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,290,656	+2,031,950
New	Kingston St, Richmond (Brighton St to Church St) - Pavement	0	+67,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,357,656	+2,098,950
New	Hodgkinson St, Clifton Hill (Gold St to Turnbull St) - Pavement	0	+220,000	New Project	High priority project brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,577,656	+2,318,950
2346	Gold St, Clifton Hill (Page St to Hodgkinson St) - Kerb & Channel	120,000	+48,000	Scope/Budget Increase	Kerb and channel rehabilitation prior to road pavement resheet	26/02/2020	39,625,656	+2,366,950
2423	Gold St, Clifton Hill (Page St to Hodgkinson St) - Footpath, K&C and Drainage	140,000	+39,000	Scope/Budget Increase	Safety and DDA compliance works around the Hodgkinson St and Gold St intersection	26/02/2020	39,664,656	+2,405,950
New	ROW 18.1 & 18.2, Clifton Hill (off Gold St)	0	+60,000	New Project	ROW and vehicle crossing reconstruction for safety purposes prior to road pavement resheet	26/02/2020	39,724,656	+2,465,950
New	Westbank Tce, Richmond (Campbell St to Bendigo St) - Footpath	0	+23,000	New Project	Brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,747,656	+2,488,950
New	Abbot Gve, Collingwood (Hoddle St to End of St) - Footpath	0	+47,000	New Project	Brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,794,656	+2,535,950
New	Alfred St, Richmond (Rowena Pde to Richmond Tce) - Pavement	0	+38,000	New Project	Brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,832,656	+2,573,950
New	Federation Lane, Abbotsford - Drainage	0	+39,000	New Project	Brought forward from the proposed 2020/21 Roads Capital Works Program	26/02/2020	39,871,656	+2,612,950
2521	Richmond Recreation Centre - Change Rooms Walls & Plumbing Works	24,355	+103,700	Scope/Budget Increase	Scope increased to refurbish wet-side accessible change room to address accessibility compliance issues	26/02/2020	39,975,356	+2,716,650
2242	Richmond Recreation Centre Dry-side Change Rooms	410,000	-103,700	Savings	Savings realised and re-allocated to project 2521 (RRC Wet-side Accessible Change Room)	26/02/2020	39,871,656	+2,612,950
2245	Sherrin Stand Waterproofing	610,000	+100,000	Scope/Budget Increase	Replace stair nosings/tactiles and waterproofing to underside - in preparation for Victoria Park Sherrin Stand AFLW works	26/02/2020	39,971,656	+2,712,950
2543	Buildings - Minor Urgent Works	370,000	-100,000	Savings	Savings forecast and re-allocated to project 2245	26/02/2020	39,871,656	+2,612,950
2587	Trucks	480,000	+417,000	Scope/Budget Increase	Purchase additional commercial vehicles (2x electric tipper and 2x electric vans) replacing older diesel vehicles	26/02/2020	40,288,656	+3,029,950
2586	Passenger Cars	1,160,000	-417,000	Savings	Savings forecast and re-allocated to project 2587	26/02/2020	39,871,656	+2,612,950
2442 2443	ROW 28.1 and ROW 28.2 (off Noone St, Clifton Hill)	45,000	-45,000	Deferral	Projects cannot proceed at this stage due to unresolved tree root issues	25/03/2020	39,826,656	+2,567,950
New	ROW 1379 (between Pigdon St and Hughes St, Fitzroy)	0	+45,000	New Project	Project brought forward to replace ROW 28.1 & ROW 28.2	25/03/2020	39,871,656	+2,612,950
2489	Burnley Golf Course - Fence	60,000	-60,000	Carry over	Funding carried forward; pending outcome of Council decision regarding future options for Burnley Golf Course	25/03/2020	39,811,656	+2,552,950
2496	Burnley Golf Course - Path	83,700	-83,700	Carry over	Funding carried forward; pending outcome of Council decision regarding future options for Burnley Golf Course	25/03/2020	39,727,956	+2,469,250
2164	Edinburgh Gardens - Path	60,000	-60,000	Carry over	Path works cannot proceed due to delays to adjacent tree removal works and required permits	25/03/2020	39,667,956	+2,409,250
2397	Napier St, Fitzroy (Johnston St to Chapel St) - pavement	20,000	-20,000	Deferral	Project deferred, to enable higher priority projects to be delivered this financial year	22/04/2020	39,647,956	+2,389,250
2338	Coate Ave, Alphington (Rex Ave to Heidelberg Rd) - footpath	40,000	-40,000	Deferral	Project is deferred to 2021/22 due to ongoing boundary delineation and tree root issue	22/04/2020	39,607,956	+2,349,250

Attachment 2 - Capital Adjustments Running Table - 2019/20 Final

Capital Adjustments Running Table - 2019-20 Final.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Change Request Type	Reason	Approval Date	2019/20 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
2380	Gipps St, Collingwood (Rupert St to Hoddle St) - pavement	180,000	-180,000	Savings	Project is deferred to 2021//22 due to ongoing development along this section of Gipps St	22/04/2020	39,427,956	+2,169,250
2636	Hodgkinson St, Clifton Hill (Gold St to Turnbull St) - pavement	220,000	-90,000	Savings	Project savings expected; some work was completed by depot operations	22/04/2020	39,337,956	+2,079,250
2450	ROW 79.2 (off Caroline St), Clifton Hill	70,000	-23,000	Savings	Project is completed and savings identified	22/04/2020	39,314,956	+2,056,250
2638	Westbank Tce, Richmond (Campbell St to Bendigo St) - footpath	23,000	-6,000	Savings	Project is completed and savings identified	22/04/2020	39,308,956	+2,050,250
2635	Kingston St, Richmond (Brighton St to Church St) - pavement	67,000	-13,000	Savings	Savings realised	22/04/2020	39,295,956	+2,037,250
2354	Rae St, Fitzroy North (Reid St to Annand St) - footpath	15,000	-5,000	Savings	Savings realised	22/04/2020	39,290,956	+2,032,250
2436	Rae St, Fitzroy North (Reid St to Annand St) - root barrier	25,000	-5,000	Savings	Savings realised	22/04/2020	39,285,956	+2,027,250
2356	Rae St, Fitzroy North (Annand St to Watkins St) - footpath	15,000	-5,000	Savings	Savings realised	22/04/2020	39,280,956	+2,022,250
2435	Rae St, Fitzroy North (Annand St to Watkins St) - root barrier	25,000	-5,000	Savings	Savings realised	22/04/2020	39,275,956	+2,017,250
2355	Rae St, Fitzroy North (Watkins St to Church St) - footpath	30,000	-10,000	Savings	Savings realised	22/04/2020	39,265,956	+2,007,250
2437	Rae St, Fitzroy North (Watkins St to Church St) - root barrier	70,000	-30,000	Savings	Savings realised	22/04/2020	39,235,956	+1,977,250
2630	Somerset St, Richmond (McKenzie St to Gardner St) - footpath	150,000	+50,000	Scope/Budget Increase	Scope of works extended to include rectification of drainage issues at nearby properties which were not included in initial evaluations	22/04/2020	39,285,956	+2,027,250
2624	Brunswick St, Fitzroy (Westgarth St to Rose St) - drainage	135,000	+35,000	Scope/Budget Increase	Additional funds required due to Yarra Tram requirement for presence of electrical spotter	22/04/2020	39,320,956	+2,062,250
2633	Rule St, Richmond (Bromham Plc to Church St) - drainage	90,000	+15,000	Scope/Budget Increase	Additional funds required for minor kerb and channel rectification works prior to pavement resheet	22/04/2020	39,335,956	+2,077,250
2431	Burnley St, Richmond (Buckingham St to Victoria St) - root barrier	80,000	+50,000	Scope/Budget Increase	Scope of works extended as damage to footpath and kerb and channel caused by tree roots have increased from the time of initial evaluation	22/04/2020	39,385,956	+2,127,250
2423	Gold St, Clifton Hill (Page St to Hodgkinson St) - drainage	179,000	+221,000	Scope/Budget Increase	Previous scope only included urgent repairs; rescope to address the majority of the required drainage repairs, pedestrian safety issues and provisions to improve the turning radius for buses	22/04/2020	39,606,956	+2,348,250
2639	Abbot Gve, Collingwood (Hoddle St to End) - footpath	47,000	+11,000	Scope/Budget Increase	Scope of works extended to include rectification works for the entire area rather than selective segments	22/04/2020	39,617,956	+2,359,250
2388	Lygon St, Carlton North (Park St to Holtom St East) - Pavement	56,000	+50,000	Scope/Budget Increase	Scope of works extended to higher specification asphalt pavement due to site investigation results using core samples	22/04/2020	39,667,956	+2,409,250
2619	Blackspot Improvement Program	1,154,000	-520,000	Carry over	Works carried forward to 2020/21 due to water authority works in Canning Street	22/04/2020	39,147,956	+1,889,250
2382	Gleadell St/Highett St, Richmond - threshold treatment	150,000	-150,000	Carry over	Project on hold until Jack Dyer Pavilion works progress	22/04/2020	38,997,956	+1,739,250
2459	Nicholson St, Fitzroy North/Carlton North - Footpath Works	60,000	-60,000	Deferral	Project deferred until Urban Design study for Nicholson Village is complete	22/04/2020	38,937,956	+1,679,250

Attachment 2 - Capital Adjustments Running Table - 2019/20 Final

Capital Adjustments Running Table - 2019-20 Final.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Change Request Type	Reason	Approval Date	2019/20 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
New	Alfred Cres, Fitzroy North - footpath works	0	+60,000	New Project	Project replaced Nicholson Street footpath project	22/04/2020	38,997,956	+1,739,250
2472	Alphington Park Playground	150,000	+60,000	Scope/Budget Increase	Additional equipment (shade sail & swings) as per feedback from consultation	22/04/2020	39,057,956	+1,799,250
2233	Panther Pavilion - boat storage and pavilion concept design	520,000	-470,000	Carry over	Delayed by VCAT appeal, carried forward for delivery in 2020/21	22/04/2020	38,587,956	+1,329,250
2518	Fitzroy Swimming Pool - toddlers pool retiling	70,000	+40,000	Scope/Budget Increase	Scope increased to fully retile pool	22/04/2020	38,627,956	+1,369,250
2554	Fitzroy Swimming Pool - bike storage	42,000	-40,000	Deferral	Works delayed by permit issues and deferred, savings reallocated to 2518 (FSP toddler's pool tiling)	22/04/2020	38,587,956	+1,329,250
2556	Lord St Neighbourhood House	500,000	+252,000	Scope/Budget Increase	Additional cost due to underpinning works not originally costed to this project	22/04/2020	38,839,956	+1,581,250
2560	Richmond Recreation Centre - landscaping/bike storage	170,000	-	Scope change	Original scope change to include alternative bike parking facilities, façade works, emergency exit decommissioning and storage space works	22/04/2020	38,839,956	+1,581,250
2555	Kevin Bartlett Reserve - public toilet renewal	154,000	+86,000	Scope/Budget Increase	Additional plumbing and sewer infrastructure needed	22/04/2020	38,925,956	+1,667,250
2538	Abbotsford Senior Citizens centre - minor works	15,000	+8,953	Scope/Budget Increase	Additional cost associated with removing previously unidentified asbestos	22/04/2020	38,934,909	+1,676,203
2541	Alphington Bowling Club - design	130,000	-30,000	Carry over	Carry forward to complete town planning and traffic management study in 2020/21	22/04/2020	38,904,909	+1,646,203
2621	Brunswick Street Oval Precinct redevelopment	750,000	-400,000	Deferral	Delayed due to permit issues; budget reduction reflects previous decisions as part of the 2020/21 budget process	22/04/2020	38,504,909	+1,246,203
2539	Jack Dyer Pavilion	950,000	-650,000	Carry over	Delays associated in obtaining power authority approvals, carried forward for construction activity in 2020/21	22/04/2020	37,854,909	+596,203
2202	Bob Rose Pavilion Works	400,000	-350,000	Carry over	Delays associated in obtaining permit from Heritage Victoria, carried forward for completion in 2020/21	22/04/2020	37,504,909	+246,203
New	Premier's Reading Challenge	0	+10,264	New Project	Additional funding received from the State Government	22/04/2020	37,515,173	+256,467
2297	Ryans Reserve Netball Courts and Pavilion	2,240,000	-1,665,000	Deferral	Stage 2 works (Pavilion) delayed - Netball Victoria & SRV agreement yet to be obtained; budget reduction reflects previous decisions as part of the 2020/21 budget process	22/04/2020	35,850,173	-1,408,533
2472	Cairns Reserve Playground	10,000	-10,000	Carry over	Design/consultation has been delayed due to COVID-19	27/05/2020	35,840,173	-1,418,533
2476	Egan Place Reserve Playground	50,000	-50,000	Carry over	Design/consultation has been delayed due to COVID-19	27/05/2020	35,790,173	-1,468,533
2524	Richmond Recreation Centre - Gym & Sauna works	84,000	+14,000	Scope/Budget Increase	Original scope altered to do Gym and Sauna room ceiling and wall works	27/05/2020	35,804,173	-1,454,533
1924	Customer Request System	200,000	-181,000	Carry over	Delays associated with vendor management issues, Council will be sourcing services from a different provider accredited by Oracle	27/05/2020	35,623,173	-1,635,533
2627	GIS Replacement	659,000	-547,000	Carry over	Tender phase planned to start in 2020/21	27/05/2020	35,076,173	-2,182,533
2576	PC Replacement Program	710,000	+424,566	Scope/Budget Increase	Purchase of laptops to allow for a mobile workforce; accelerated program brought about due COVID-19	27/05/2020	35,500,739	-1,757,967
2570	Asset Mobility Program	42,000	-42,000	Savings	Savings reallocated to PC rolling program	27/05/2020	35,458,739	-1,799,967
2574	IS Network Infrastructure	300,000	+80,000	Scope/Budget Increase	Budget increased to facilitate new WiFi solution at RTH and various other locations	27/05/2020	35,538,739	-1,719,967
2550	Condell St Public Toilet	30,750	-30,381	Deferral	Design has been deferred to 2021/22 to allow the design to respond to a feasibility study by Urban Design Unit study for the King William St/Condell St area, with construction planned for 2022/23	27/05/2020	35,508,358	-1,750,348
2561	Richmond Town Hall ground floor works	900,000	-750,000	Carry over	Front entry/access works delayed the start time for internal ground floor works	27/05/2020	34,758,358	-2,500,348
2543	Buildings - Minor Urgent Works	270,000	+51,000	Scope/Budget Increase	The installation of a shed in Mayors Park and roofing works at Carlton Hall (Dancehouse)	27/05/2020	34,809,358	-2,449,348
2578	Meeting Room Technology Upgrades	150,000	-141,338	Carry over	Hardware purchase delayed until the MS Teams software is rolled out in 2021	27/05/2020	34,668,020	-2,590,686
2465	LAPM 13 Abbotsford Precinct	358,000	-99,050	Carry over	Delay due to design issues and additional civil works near Abbotsford Primary school, carried forward for completion in 2020/21	24/06/2020	34,568,970	-2,689,736
2466	LAPM 19 Bendigo Precinct	358,000	-230,000	Carry over	Zebra Crossings in Yarra Boulevard delayed by the Department of Transport, carried forward for completion in 2020/21	24/06/2020	34,338,970	-2,919,736

Attachment 2 - Capital Adjustments Running Table - 2019/20 Final

Capital Adjustments Running Table - 2019-20 Final.xlsx

Project ID	Description	Project Budget Before Change \$	Net Change to Project Budget \$	Change Request Type	Reason	Approval Date	2019/20 Adjusted Budget Running Total \$	Cumulative Variance to Adopted Budget \$
2467	LAPM 3 Scotchmer Precinct	358,000	-85,500	Carry over	Department of Transport has yet to approve closure in Rae St near Alexandra Pde, carried forward for completion in 2020/21	24/06/2020	34,253,470	-3,005,236
2126	LAPM 9 Rose Precinct	350,000	-182,100	Carry over	Department of Transport has yet to approve designs for Rose St and Brunswick St, carried forward for completion in 2020/21	24/06/2020	34,071,370	-3,187,336
2619	Blackspot Improvement Program	634,000	+103,000	Carry over	Reduce the previously approved carry over amount to fund Department of Transport fees	24/06/2020	34,174,370	-3,084,336
2427	Station St, Alphington - Drainage	300,000	-300,000	Carry over	Delayed due to issues in obtaining Melbourne Water permits and negotiations with abutting property owners regarding access are not complete	24/06/2020	33,874,370	-3,384,336
2472	Alphington Park Playground	210,000	-208,952	Carry over	Delayed to enable discussions with developer (Glenvill) about potential additional funding to expand scope, carried forward for completion in 2020/21	24/06/2020	33,665,418	-3,593,288
2477	Gahan Reserve Playground	360,000	-200,000	Carry over	Issues with design delays to accommodate community feedback and tender delays associated in sourcing a specialised contractor to do customised work	24/06/2020	33,465,418	-3,793,288
2534	Fitzroy Pool - HVAC	150,000	-135,399	Carry over	Design/tender is complete; construction work to begin whilst gym services are closed	24/06/2020	33,330,019	-3,928,687
2559	Richmond Library signage	80,000	-30,000	Carry over	Supply of materials from the USA has been delayed due to COVID-19	24/06/2020	33,300,019	-3,958,687
2198	Collingwood Library	135,000	-85,000	Carry over	Condition assessment report altered priorities to focus on roof remediation works	24/06/2020	33,215,019	-4,043,687
2629	Digital Planning Solution	150,000	-150,000	Carry over	Council was unable to carry out community consultation, stakeholder engagement and workshops during the COVID-19 period	24/06/2020	33,065,019	-4,193,687
2575	IS – Other Software	160,000	-30,000	Carry over	Due to resourcing availability (redirecting resources to cover COVID-19 issues), the final project milestone has been rescheduled to be completed by August 2020	24/06/2020	33,035,019	-4,223,687
2250	Asset Management System	314,000	-124,000	Carry over	Delayed in implementing Oracle CRM integration and slower than expected progress in Open Space and Road data migration	24/06/2020	32,911,019	-4,347,687
2615	Yarra Libraries 24hr access point	104,000	-20,000	Carry over	Some hardware components are being sourced and assembled overseas; the contractor has had supply issues due to COVID-19	24/06/2020	32,891,019	-4,367,687
2587	Trucks	897,000	-764,139	Carry over	Truck delivery has been delayed due to COVID-19; carry over amount to be \$742,139; \$22k to be re-allocated to passenger cars	24/06/2020	32,126,880	-5,131,826
2586	Passenger cars	743,000	+22,000	Scope/Budget Increase	Reallocation from Trucks	24/06/2020	32,148,880	-5,109,826
2579	Swan St Activity Centre	280,750	-65,000	Carry over	Project put initially on hold to gauge the impact of COVID-19; this has delayed landscaping works until August 2020	24/06/2020	32,083,880	-5,174,826
2580	Bridge Rd Activity Centre	80,000	-39,000	Carry over	Delays in the RTH entry works delayed the implementation of this project, the site needed to be clear for final design levels to be obtained	24/06/2020	32,044,880	-5,213,826
2464	Transport - Bicycle Infrastructure	530,000	-164,000	Carry over	Carry over for Elizabeth St Pilot Trial in 2020/21	29/07/2020	31,880,880	-5,377,826
2539	Jack Dyer Pavilion - Citizens Park	300,000	-130,000	Carry over	Carry over final adjustment	29/07/2020	31,750,880	-5,507,826
2541	Alphington Bowling Club	100,000	-20,000	Carry over	Carry over final adjustment	29/07/2020	31,730,880	-5,527,826
2556	Lord Street Neighbourhood House	752,000	-89,258	Carry over	Works to The Stables first floor to be completed in July 2020	29/07/2020	31,641,622	-5,617,084
2233	Canoe Club & Residence - Fairfield Park	50,000	-16,000	Carry over	Carry over final adjustment	29/07/2020	31,625,622	-5,633,084
2126	LAPM 9 Rose Precinct	167,900	7,100	Carry over	Carry over final adjustment	29/07/2020	31,632,722	-5,625,984
2465	LAPM 13 Abbotsford Precinct	258,950	32,986	Carry over	Carry over final adjustment	29/07/2020	31,665,708	-5,592,998
2467	LAPM 3 Scotchmer Precinct	272,500	-12,090	Carry over	Carry over final adjustment	29/07/2020	31,653,618	-5,605,088
Adjusted 2019/20 capital works budget							31,653,618	-5,605,088

This amount indicates an adjusted budget cumulative variance of -\$5,605,088 to the adopted budget (inclusive of final carry forwards from 2018/19) of \$37,258,706 (noting the inclusion of a total \$343,264 of net additional external funding not in the adopted budget)

Attachment 3 - 2019/20 Capital Works carried forward to 2020/21

2019/20 Capital Works carried forward to 2020/21

	Project ID	Project	Classification	Carried Forward Amount	Reason
1	2382	Gleadell St/Highett St threshold treatment	Roads	150,000	Project rescheduled to avoid damage from Jack Dyer Pavilion construction activities
2	2427	Station St (Park Crescent to end of street) - Drainage outfall renewal	Roads	300,000	Delays due to Melbourne Water permit issues and negotiations with abutting property owners
3	2126	LAPM 9 - Rose precinct	Transport	175,000	Department of Transport yet to approve designs for Rose St & Brunswick St, to be completed in 2020/21
4	2464	Bicycle Infrastructure program	Transport	164,000	Elizabeth St trial to be undertaken in 2020/21 - completed Q1 2020/21
5	2465	LAPM 13 - Abbotsford precinct	Transport	66,064	Delay due to design issues and additional civil works near Abbotsford Primary school, to be completed in 2020/21
6	2466	LAPM 19 - Bendigo precinct	Transport	230,000	Zebra crossings in Yarra Boulevard delayed by the Department of Transport, to be completed in 2020/21
7	2467	LAPM 3 - Scotchmer precinct	Transport	97,590	Department of Transport delay for approval of closure in Rae St near Alexandra Pde, to be completed in 2020/21
8	2619	Federal Blackspot program	Transport	417,000	Water authority delay to works in Canning Street, to be undertaken in 2020/21
9	2164	Edinburgh Gardens - paths	Open Space	60,000	Path works rescheduled due to delays to adjacent tree removal works and required permits
10	2472	Alphington Park - playground	Open Space	208,952	Carried forward to 2020/21 to enable discussion with developer (Glennville) about potential additional funding to expand the scope
11	2474	Cairns Reserve - playground	Open Space	10,000	Design and consultation delayed as a result of coronavirus (COVID-19) pandemic
12	2476	Egan Place Reserve - playground	Open Space	50,000	Design and consultation delayed as a result of coronavirus (COVID-19) pandemic
13	2477	Gahan Reserve - playground and BBQ/picnic area	Open Space	200,000	Delays due to accommodating community feedback into design and sourcing a specialist contractor for customised work
14	2489	Burnley Golf Course - fence	Open Space	60,000	Funding carried forward; scope to be informed based on Council decision regarding future options for Burnley Golf Course
15	2496	Burnley Golf Course - paths	Open Space	83,700	Funding carried forward; scope to be informed based on Council decision regarding future options for Burnley Golf Course
16	2198	Collingwood Library - renewal works	Buildings	85,000	Condition assessment report undertaken, with altered priorities to focus on roof remediation works, which will be completed in early 2020/21
17	2202	Bob Rose pavilion (Victoria Park) - windows	Buildings	350,000	Delay in obtaining heritage permits, to be completed in 2020/21
18	2233	Panther Pavilion (Fairfield Park) - boat storage facility and pavilion design	Buildings	486,000	Project delayed due to VCAT hearing of appeal against permit issued for gazebo removal, to be delivered in 2020/21

Attachment 3 - 2019/20 Capital Works carried forward to 2020/21

2019/20 Capital Works carried forward to 2020/21

	Project ID	Project	Classification	Carried Forward Amount	Reason
19	2534	Fitzroy Swimming Pool - Gym and Spa - HVAC	Buildings	135,399	Project in progress and will complete in early 2020/21
20	2539	Jack Dyer Pavilion (Citizens Park) - redevelopment	Buildings	780,000	Delayed tender process due to requested changes by power authority, construction activity in 2020/21
21	2541	Alphington Bowling Club - design	Buildings	50,000	Town planning and traffic management studies to be completed in 2020/21
22	2556	Lord Street Neighbourhood House	Buildings	89,258	Works to The Stables first floor area - completed Q1 2020/21
23	2559	Richmond Library - signage	Buildings	30,000	Supply of materials from the USA delayed as a result of coronavirus (COVID-19) pandemic
24	2561	Richmond Town Hall - Ground floor toilets and kitchen	Buildings	750,000	RTH front entrance works delayed the commencement of internal works to the town hall
25	2587	Trucks program	Plant & Equipment	742,139	Delivery of ordered trucks delayed as a result of coronavirus (COVID-19) pandemic
26	1924	Customer Request System enhancements	Information Systems	181,000	Delays associated with Customer Request System vendor issues, alternative provider being sought
27	2250	Asset Management System	Information Systems	124,000	Implementation of Customer Request System integration in progress and will be completed in 2020/21
28	2575	Other Software program	Information Systems	30,000	Information systems staff redirected to cover coronavirus (COVID-19) pandemic related issues, final project milestone in SQL server consolidation project to be completed in early 2020/21
29	2578	Meeting room technology upgrades	Information Systems	141,338	This purchase rescheduled to coincide with roll-out of MS Teams software in 2020/21
30	2627	Geographic Information System (GIS)	Information Systems	547,000	Strategic review completed and tender for new system to be undertaken in 2020/21
31	2629	On-line digital planning	Information Systems	150,000	Consultation and stakeholder engagement delayed as a result of coronavirus (COVID-19) pandemic
32	2579	Swan Street Activity Centre - streetscape works	Urban Design	65,000	Project delayed as a result of coronavirus (COVID-19) pandemic, with landscaping works to be completed in early 2020/21
33	2580	Bridge Road Activity Centre - RTH precinct	Urban Design	39,000	RTH front entrance works delayed this project
34	2615	Yarra Libraries 24hr access point	Libraries	20,000	Components sourced from overseas delayed as a result of coronavirus (COVID-19) pandemic

Total capital works carried forward to 2020/21 7,067,440

12.1 Notice of Rescission 1 of 2020 - Investing in the post-COVID recovery

Reference: D20/138988

Authoriser: Group Manager Chief Executive's Office

I, Councillor Stephen Jolly, give notice that it is my intention to move the following motion at the Council Meeting to be held on 15 September 2020:

"That the motion of Council as carried on 1 September 2020 and stating:

1. *That Yarra Council acknowledge that:*
 - (a) *the restrictions resulting from the COVID-19 pandemic, and the current lockdown in particular, has resulted in serious, negative and ongoing impacts to many Yarra residents and businesses;*
 - (b) *the overall impacts of this pandemic won't be fully understood or felt for some time and could last for many years;*
 - (c) *recovery from the pandemic will necessitate significant investment of funds and resources from all levels of government;*
 - (d) *the Recovery provides an opportunity to rebuild community wellbeing and the local economy, based upon principles of social justice and environmental sustainability;*
 - (e) *a recovery must by definition, build community resilience to future social, economic and environmental shocks and challenges, including the known impacts of climate change; and*
 - (f) *the Council's adopted Climate Emergency Plan can provide a strong framework to guide future planning post-COVID.*
2. *That Yarra Council commit to investing in a post COVID Recovery Plan comprising projects that will support Yarra Community members who have been hit hardest by the pandemic and build broader community resilience to future shocks.*
3. *That this program of recovery projects will consider:*
 - (a) *supporting innovative approaches through Yarra's Social and Affordable Housing Strategy to facilitate increased growth of social and affordable housing in Yarra;*
 - (b) *investing in community led initiatives and programs that will stimulate environmentally responsible small businesses in Yarra, to increase access to well-paying and sustainable jobs that both offer training and advancement opportunities;*
 - (c) *radically transforming the Yarra community carbon emission footprint by accelerating investment in the Climate Emergency Plan and in active transport infrastructure;*
 - (d) *leveraging funding - whether State or Federal or through borrowing or other sources - to enhance community health and social services in addition to public community infrastructure, that will promote community participation and support the health, wellbeing and connectedness of residents;*
 - (e) *ensuring that decisions made about these projects are informed by, and that consultation is centred on, those who have been most impacted in Yarra: including those from Aboriginal and Torres Strait Islander backgrounds, culturally diverse communities, public housing residents, young people and other marginalised groups; and*
 - (f) *using Council's adopted Climate Emergency Plan as a guiding framework.*

4. *That a Workshop to develop the details of a Post-COVID Recovery Plan be held in September with Councillors, Executive Members and other relevant officers, with a report back to Council on a proposed Recovery Plan and recommendations for financially resourcing the Plan, which may include borrowing.*
5. *That a further workshop to refine this plan be held with community and business leaders to gather their input.*
6. *That this Plan:*
 - (a) *be based on the key principles of working towards a just, fair and sustainable future; and*
 - (b) *be referred to the new Council for inclusion in the Yarra Council Plan 2020-2024 along with consideration of the Sustainable Development Goals as an additional guiding framework.*

be rescinded.”

RECOMMENDATION

1. That the motion of Council as carried on 1 September 2020 and stating:
 - “1. *That Yarra Council acknowledge that:*
 - (a) *the restrictions resulting from the COVID-19 pandemic, and the current lockdown in particular, has resulted in serious, negative and ongoing impacts to many Yarra residents and businesses;*
 - (b) *the overall impacts of this pandemic won't be fully understood or felt for some time and could last for many years;*
 - (c) *recovery from the pandemic will necessitate significant investment of funds and resources from all levels of government;*
 - (d) *the Recovery provides an opportunity to rebuild community wellbeing and the local economy, based upon principles of social justice and environmental sustainability;*
 - (e) *a recovery must by definition, build community resilience to future social, economic and environmental shocks and challenges, including the known impacts of climate change; and*
 - (f) *the Council's adopted Climate Emergency Plan can provide a strong framework to guide future planning post-COVID.*
 2. *That Yarra Council commit to investing in a post COVID Recovery Plan comprising projects that will support Yarra Community members who have been hit hardest by the pandemic and build broader community resilience to future shocks.*
 3. *That this program of recovery projects will consider:*
 - (a) *supporting innovative approaches through Yarra's Social and Affordable Housing Strategy to facilitate increased growth of social and affordable housing in Yarra;*
 - (b) *investing in community led initiatives and programs that will stimulate environmentally responsible small businesses in Yarra, to increase access to well-paying and sustainable jobs that both offer training and advancement opportunities;*
 - (c) *radically transforming the Yarra community carbon emission footprint by accelerating investment in the Climate Emergency Plan and in active transport infrastructure;*

- (d) *leveraging funding - whether State or Federal or through borrowing or other sources - to enhance community health and social services in addition to public community infrastructure, that will promote community participation and support the health, wellbeing and connectedness of residents;*
 - (e) *ensuring that decisions made about these projects are informed by, and that consultation is centred on, those who have been most impacted in Yarra: including those from Aboriginal and Torres Strait Islander backgrounds, culturally diverse communities, public housing residents, young people and other marginalised groups; and*
 - (f) *using Council's adopted Climate Emergency Plan as a guiding framework.*
- 4. *That a Workshop to develop the details of a Post-COVID Recovery Plan be held in September with Councillors, Executive Members and other relevant officers, with a report back to Council on a proposed Recovery Plan and recommendations for financially resourcing the Plan, which may include borrowing.*
 - 5. *That a further workshop to refine this plan be held with community and business leaders to gather their input.*
 - 6. *That this Plan:*
 - (a) *be based on the key principles of working towards a just, fair and sustainable future; and*
 - (b) *be referred to the new Council for inclusion in the Yarra Council Plan 2020-2024 along with consideration of the Sustainable Development Goals as an additional guiding framework."*

be rescinded.

12.2 Notice of Motion No. 15 of 2020 - Gleadell Street Market

Reference: D20/140545

Authoriser: Group Manager Chief Executive's Office

I, Councillor James Searle, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 15 September 2020:

1. *That Council note the long history of the Gleadell St Market and reaffirm its commitment for the market to continue trading on Gleadell St now and into the future;*
2. *That Council initiate a review of the market's operations and receive an officer report in the first quarter of 2021 on ways Council can improve the operations and success of the market, with the report including:*
 - (a) *any trends affecting the market that Council has information about;*
 - (b) *sales and visitation data (if available);*
 - (c) *any feedback Council has received about the market from residents, customers and stallholders*
 - (d) *a comparison with other inner urban open air and fresh produce markets;*
 - (e) *a proposed process for reviewing the operations of the market with the review including but not limited to:*
 - (i) *the effectiveness of Council's management/compliance model;*
 - (ii) *the market's operating times;*
 - (iii) *any possible programming/activation that could be introduced in addition to ordinary stalls;*
 - (iv) *the effectiveness of the stallholder working group;*
 - (v) *options for a community-based advisory group;*
 - (vi) *the way that stall vacancies are filled;*
 - (vii) *recommendations for improving the sustainable operations of the market in line with Council's Climate Emergency Plan, Waste Strategy, Integrated Water Management Strategy and other relevant Council strategies;*
 - (viii) *recommendations for reducing waste produced by the market;*
 - (ix) *options for storage of bins and infrastructure related to the market;*
 - (x) *the role and function of the community stall and whether this capacity should be increased;*
 - (xi) *implications for the operation of the market should streetscape improvements be made to Gleadell St; and*
 - (xii) *any other matters officers consider relevant.*

Background

Gleadell St Market is a valued and cherished Richmond institution, with a market trading in a number of different locations in the general vicinity of the town hall precinct of Richmond since the 1870s and the Gleadell St Market operating as a street market in its current location since the mid-1970s.

The focus of the market is fresh produce, with many stallholders having operated at the market for decades - some even before the market commenced at its current location.

The current operations of the market have been in place for some time and there is an opportunity for Council to investigate whether there are ways the operations and success of the market can be improved.

RECOMMENDATION

1. That Council note the long history of the Gleadell St Market and reaffirm its commitment for the market to continue trading on Gleadell St now and into the future;
2. That Council initiate a review of the market's operations and receive an officer report in the first quarter of 2021 on ways Council can improve the operations and success of the market, with the report including:
 - (a) any trends affecting the market that Council has information about;
 - (b) sales and visitation data (if available);
 - (c) any feedback Council has received about the market from residents, customers and stallholders;
 - (d) a comparison with other inner urban open air and fresh produce markets;
 - (e) a proposed process for reviewing the operations of the market with the review including but not limited to:
 - (i) the effectiveness of Council's management/compliance model;
 - (ii) the market's operating times;
 - (iii) any possible programming/activation that could be introduced in addition to ordinary stalls;
 - (iv) the effectiveness of the stallholder working group;
 - (v) options for a community-based advisory group;
 - (vi) the way that stall vacancies are filled;
 - (vii) recommendations for improving the sustainable operations of the market in line with Council's Climate Emergency Plan, Waste Strategy, Integrated Water Management Strategy and other relevant Council strategies;
 - (viii) recommendations for reducing waste produced by the market;
 - (ix) options for storage of bins and infrastructure related to the market;
 - (x) the role and function of the community stall and whether this capacity should be increased;
 - (xi) implications for the operation of the market should streetscape improvements be made to Gleadell St; and
 - (xii) any other matters officers consider relevant.

Attachments

There are no attachments for this report.

12.3 Notice of Motion No. 16 of 2020 - Council Resolution Summary

Reference: D20/140934

Authoriser: Group Manager Chief Executive's Office

I, Councillor Bridgid O'Brien, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 15 September 2020:

1. *That a process be implemented whereby Councillors are provided a list within three working days of each Council Meeting that briefly outlines resolutions passed, planned actions, expected timelines and the responsible Manager.*

Background

The official record of Council Meetings is the minutes of the meeting, which are usually published almost two weeks after the meeting itself.

This motion seeks to establish a process for Councillors to receive a simple list within a short period after each Council Meeting that sets out those resolutions made, planned actions, expected timeframes and who in the organisation is responsible.

RECOMMENDATION

1. That a process be implemented whereby Councillors are provided a list within three working days of each Council Meeting that briefly outlines resolutions passed, planned actions, expected timelines and the responsible Manager.

Attachments

There are no attachments for this report.

12.4 Notice of Motion No. 17 of 2020 - Transparency of Council Committees

Reference: D20/140930

Authoriser: Group Manager Chief Executive's Office

I, Councillor Bridgid O'Brien, hereby give notice that it is my intention to move the following motion at the Ordinary Meeting of Council to be held on 15 September 2020:

1. *That the following clause be inserted into the Council Committees Policy immediately underneath the heading "3.10 Transparency":*

"Council's website shall include a page dedicated to committees providing a list of all:

- Advisory Committees;*
- Interest Groups;*
- Project Reference Groups;*
- Delegated Committees established under section 63 of the Act;*
- Joint Delegated Committee established under section 64 of the Act; and*
- any other committees, working parties, interest groups or other groups established by Council that meet periodically for the purposes of consulting with the community."*

In addition to the information for specific committee types listed below, the website should include the name, purpose and composition of each group, as well as links to Delegate's Reports that have been submitted by Councillors in relation to that group."

Background

The Council Committees Policy currently provides that information is published on Council's website about Advisory Committees, Interest Groups and Project Reference Groups. The recently adopted Governance Rules require that information about Delegated Committees and Joint Delegated Committees be published. There is no current requirement to publish information about other committees and similar groups that Council has established.

This motion seeks to establish a single place on Council's website where members of the community can find out about all of the various types of community and staff groups that are currently in operation.

The proposed addition to the policy is shown at **Attachment One**.

RECOMMENDATION

1. That the following clause be inserted into the Council Committees Policy immediately underneath the heading “3.10 Transparency”:

“Council’s website shall include a page dedicated to committees providing a list of all:

- *Advisory Committees;*
- *Interest Groups;*
- *Project Reference Groups;*
- *Delegated Committees established under section 63 of the Act;*
- *Joint Delegated Committee established under section 64 of the Act; and*
- *any other committees, working parties, interest groups or other groups established by Council that meet periodically for the purposes of consulting with the community.”*

In addition to the information for specific committee types listed below, the website should include the name, purpose and composition of each group, as well as links to Delegate’s Reports that have been submitted by Councillors in relation to that group.”

Attachments

- 1 [↓](#) Council Committees Policy (with proposed addition)

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Title	Council Committees Policy
Description	Council's policy on the operation of Council Committees.
Category	Governance
Type	Policy
Approval authority	Council
Responsible officer	Group Manager, Chief Executive's Office
Approval date	18 August 2024
Review cycle	Every four years
Review date	18 August 2024
Document Reference (Trim)	D19/128875
Human Rights compatibility	This policy has been assessed and is compatible with the Victorian Charter of Human Rights and Responsibilities

1. Purpose

To record Council's Policy on the operation of the following types of Council Committees:

- Advisory Committees
- Interest Groups
- Project Consultative Groups

2. Preliminaries**2.1. Scope**

The Policy applies to all Council Committees fitting the definition herein.

For the avoidance of doubt, the policy does not apply to the following:

- A Delegated Committee established under section 63 or a Joint Delegated Committee established under section 64 of the Act;
- An Audit and Risk Committee established under section 53 of the Act; or
- An external body to which Council is entitled or invited to appoint a delegate as its representative.

2.2. Definitions

Term / Abbreviation	Definition
Act	Local Government Act 2020
Committee Member	Means a person appointed to a Council Committee and includes Councillors, Community Members, Organisational Representatives and Staff.

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Committee Secretariat	Means the Council officer(s) appointed by the manager of the relevant Council as having responsibility for administering the committee, and their line management.						
Community Member	means a person appointed to a Council Committee to represent their own views.						
Council	means the Yarra City Council						
Council Committee	means any of the following types of Committee: <table border="1" data-bbox="625 725 1182 1077"> <tr> <td>Advisory Committee</td><td>means a committee established by Council to provide advice to Council, a special committee or a Council officer.</td></tr> <tr> <td>Interest Group</td><td>means a committee established by Council to facilitate networking among members (including Council) on a subject of mutual benefit.</td></tr> <tr> <td>Project Consultative Group</td><td>means a Committee established by Council to provide advice and facilitate consultation in the delivery of a specific project.</td></tr> </table>	Advisory Committee	means a committee established by Council to provide advice to Council, a special committee or a Council officer.	Interest Group	means a committee established by Council to facilitate networking among members (including Council) on a subject of mutual benefit.	Project Consultative Group	means a Committee established by Council to provide advice and facilitate consultation in the delivery of a specific project.
Advisory Committee	means a committee established by Council to provide advice to Council, a special committee or a Council officer.						
Interest Group	means a committee established by Council to facilitate networking among members (including Council) on a subject of mutual benefit.						
Project Consultative Group	means a Committee established by Council to provide advice and facilitate consultation in the delivery of a specific project.						
Organisational Representative	means a person appointed to a Council Committee to represent the views of an organisation, community group or club.						
Delegated Committee	Means a committee with delegated authority established under section 63 or a Joint Delegated Committee established under section 64 of the Act.						
Staff Representative	means a member of Council staff appointed to a Council Committee to provide their professional advice and view.						

3. Policy

Council Committees are committees established by the Yarra City Council to assist the Council in fulfilling its obligations. Council Committees cannot make decisions or form policy on behalf of Council, cannot direct Council officers in the discharge of their responsibilities and are not responsible for expenditure. There are three distinct types of Council Committees:

Advisory Committees provide advice to Council, a Delegated Committee or a Council officer with decision-making authority. Where Advisory Committee advice cannot be acted on within the delegated power of Council officers, it must be referred to Council for formal resolution before being acted on. Advisory Committees are supported by a formal structure and support mechanisms.

Interest Groups are established to facilitate networking among the membership (which may include Councillors and staff) on a subject of mutual interest and benefit. These committees are relatively informal, with support provided by Council.

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Project Consultative Groups are convened in relation to a specific policy development, planning process, capital project or other time limited project and provide a mechanism to engage with the community to achieve specific pre-determined objectives. These groups are established for a fixed period only.

Summary of policy provisions

Type of Committee	Advisory Committee	Interest Group	Project Consultative Group
3.1 Establishment	Council	Council	Council or delegate
3.2 Purpose	Terms of Reference	Terms of Reference	Project Management Framework
3.3 Composition	Councillors Community Members Organisational Reps	Councillors Community Members Organisational Reps Council officers	Councillors Community Members Organisational Reps Council officers
3.4 Selection	Council	Council	Council or delegate
3.5 Chair	Councillor	Committee Member	None
3.6 Working Groups	Yes	No	No
Reporting to Council	Delegates Reports	Delegates Report	Project status reports
Record of meetings	Minutes	Meeting Notes	Meeting Notes
Public reporting	Minutes	Meeting Summaries	Consultation results

3.1. Establishment of Committees

Advisory Committees and Interest Groups

Advisory Committees and Interest Groups can only be established by resolution of Council.

Prior to the establishment of either type of Committee, Council shall consider a report setting out the case for the establishment of the committee. At a minimum, the report is to include:

- the role of the committee and why it is required;
- a Terms of Reference for the committee;
- the membership composition of the committee, including how a diverse range of experiences and views will be achieved; and
- the resource implications of the committee, including direct costs and secondary costs associated with staff time, venue operations and commitment of resources.

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Project Consultative Groups

Project Consultative Groups can be established by resolution of Council or by a Council officer acting under delegated authority.

In addition to the relevant matters set out for an Advisory Committee, a decision to establish a Project Consultative Group is to include consideration of:

- the specific tasks or deliverables expected of the committee; and
- the appropriate lifespan of the committee.

A Project Consultative Group is to be seen as an addition to a consultation program, and should not be interpreted as a replacement for wider consultation of affected persons or communities.

3.2. Terms of Reference

Each Advisory Committee and Interest Group is to be supported by a Terms of Reference which sets out specific details of the Committee, including:

- the type of the committee;
- the purpose of the committee,
- the general or specific objectives of the committee;
- the make-up and total number of members to be appointed to the committee;
- the make-up and numbers of each classification of members;
- the term of appointment of members;
- the manner of the appointment of a Chair;
- any specific skills, experience, qualifications or categories of expertise or representation sought in members to be appointed to the particular committee;
- the expected frequency and timing of meetings.

In addition, each Terms of Reference shall spell out the circumstances where the operation of the committee departs from this policy (if any).

The structure of a Project Consultative Group is to be set out in the Project Management Framework for the specific project.

3.3. Composition

The membership of a Council Committee will vary depending upon its specific role, and may comprise a combination of:

- Councillors;
- Community Members;
- Organisational representatives; and/or
- Council officers (except for an Advisory Committee).

Councillors

All Advisory Committees shall include one or more Councillors, with each Councillor being appointed for a term of twelve months. Councillor appointments are made each year at the special Ceremonial Council Meeting.

Interest Groups and Project Consultative Groups are not required to include a Councillor, but where they do so, that Councillor is appointed for the life of the Committee or on other terms set out at the time of appointment.

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Community Members

Where Council Committees provide for Community Members, they shall either be selected following a public expression of interest process or, in the case of a committee with 'open membership', following confirmation that they fit the membership criteria.

Community Members are expected to bring their personal views to committee discussions, and not be answerable to another organisation, community group or club.

Organisational Representatives

Where Council Committees provide for Organisational representatives, they shall be appointed on the basis of advice from their supporting organisation.

Organisational representatives are expected to represent the views of their supporting organisation, but are not required to seek formal endorsement of every position before contributing it to the discussion. Organisational Representatives are also expected to provide periodic reporting back to their supporting organisation about the subject matter of discussions.

Guests and Observers

Council Committees are not public meetings, and only appointed Committee Members, Observers and the Committee Secretariat may attend without an invitation from the Chair.

Observers play a role in some Council Committees as described in the Terms of Reference, and may freely participate in committee discussions. All Councillors have a standing invitation to attend Council Committees as an observer.

Guests may attend meetings by invitation in order to make presentations, provide specialist advice, participate in discussions or for any other reason. The Chair has discretion to the degree of participation by any committee guests.

3.4. Appointment of Chair and Committee Members**Appointment of Chair**

The manner of appointment of the Chair shall be set out in the Terms of Reference. Unless otherwise provided for in the Terms of Reference, in the event of the Chair (or joint Chairs) not being in attendance, the Council Committee will appoint another member to chair that meeting.

Appointment of Committee Members

The selection of committee members is to be conducted in an inclusive and transparent manner.

Councillors are appointed to committees annually, at Council's Ceremonial Meeting in November.

Community Members and Organisational Representatives are appointed in accordance with the *Appointment of Members to Council Committees Procedure*. In cases where a committee has been established by a Council officer under delegation, then the members may be appointed by that same delegate.

Where a Council Committee is identified as having an 'open membership', then a formal selection process is not required, as all persons fitting the criteria set out in the terms of reference are welcome to attend. To facilitate this attendance, interested persons are required to notify the relevant Council officer of their wish to participate in advance of the meeting.

3.5. Working Groups

Working Groups may be formed by Advisory Committees only. Except where specifically provided for in the Terms of Reference, membership of Working Groups is limited to members of the relevant

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Advisory Committee. Working Groups cover a specific area of interest relating to the Advisory Committee and have a narrower focus than the Advisory Committee itself.

Working Groups should be inclusive in design and informal in operation, with all Advisory Committee members having the opportunity to participate. Minutes are not required to be kept of Working Group meetings, but they are expected to report back to the next meeting of the Council Committee, with that report incorporated into the Advisory Committee minutes.

3.6. Operation of Committees

Setting the Agenda

The determination of matters for inclusion on the agenda shall be the responsibility of the Committee Secretariat, in consultation with the Councillors on the committee. In making this decision, the Committee Secretariat shall seek to focus the Committee on matters of interest to Council and relevant to the development and delivery of policies and programs within Council's control and to Council's broader advocacy agenda.

In addition to any formal committee business, all meetings shall provide an opportunity for 'general business' or 'matters from the membership' to enable all members to raise issues of interest to the group. While this provides an opportunity for the committee to address of mutual interest, if it is the Committee's view that Council officers should undertake further investigation, research or policy development, this request must form part of a subsequent Delegate's Report and be subject to Council resolution.

Consensus decision-making

Council Committees are to operate on a consensus basis. Instead of voting for items to identify a majority, a committee using consensus is committed to finding solutions that everyone actively supports or accepts. This ensures that all opinions, ideas and concerns are taken into account. Through listening to each other, the group aims to develop proposals that work for everyone.

Where consensus is unable to be achieved, committees should explore the development of advice that identifies differing positions and highlights the key issues for Council's consideration.

In rare situations where a formal position of an Advisory Committee is desired and a consensus position cannot be reached, the Chair may accept motions moved and seconded by Committee Members and conduct a vote in accordance with Council's meeting procedures. In order to conduct a vote:

- at least a majority of Committee Members must be present;
- only Committee Members may vote; and
- in the event of an equal number of votes, the matter is lost and the Chair may not exercise a casting vote.

Any advice provided by the Council Committee on the basis of a non-consensual position (ie following a vote) is to be qualified by the fact that the position was not unanimous and where relevant, a dissenting position is to be provided.

3.7. Expectations of Committee Members

Behaviour

Committee Members are expected to support the objectives of the Committee, and participate in meetings in a positive and constructive manner. Committee Members have been brought together to share diverse views, actively listen to contrary arguments and be open to different interpretations and suggestions.

Attendance

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

An appointed member absent for three or more consecutive meetings without leave or reasonable explanation may be requested to explain their absence. In the event that absenteeism of a member is ongoing, the Committee Secretariat may request the Chief Executive Officer (in consultation with Councillors) to declare the position vacant.

Public statements

Committee members, with the exception of the Chair, must not make statements to the media or on social media about Council business or items discussed by the Council Committee in a way that purports to represent the views of the Council or Council Committee or discloses or reveals confidential information provided to them in the course of committee business.

Privacy and Confidentiality

Information discussed, received, used or created by the Committee is confidential. Any member of a Council Committee must not disclose information that they know, or should reasonably know, is confidential information (in accordance with Section 125 of the Act and Council's Public Transparency Policy).

A Committee member must not in any way disclose, record, retain, or reproduce confidential information; nor may they permit non-members to do so.

Dissent

Committee members are not expected to agree with all advice of the Committee and are free to respectfully express their dissenting view during meetings of Council Committees.

Committee Members who are repeatedly unable to agree with or support the advice of the Council Committee are advised to consider their ongoing membership of the Council Committee.

Conflict of interests

If a Committee Member has a general conflict of interest within the meaning of section 127 of the Act or a material conflict of interest within the meaning of section 128 of the Act, in an item to be considered or discussed by the Committee while they are in attendance, the Committee Member must disclose this to the Chair.

Where the Chair is of the opinion that the circumstances of the conflict warrant it, the Committee Member may be asked to leave the meeting while the matter is discussed.

Elections (Community Members and Organisational Representatives only)

If a Community Member or Organisational Representative of a Council Committee nominates for election to Council, State Parliament or Federal Parliament they must seek leave of absence from their Committee position from the time of declaring they have nominated (or intend to nominate). Upon election, they are deemed to have resigned from the Committee.

Resignation

A member may resign from a Council Committee at any time by advising of their resignation in writing to the Chair, Mayor or Chief Executive Officer. Any additional appointment to fill the vacancy for the remainder of the term shall be made in accordance with the *Appointment of Members to Council Committees Procedure*.

Committee members are appointed by Council, and their appointment may be terminated at Council's sole discretion at any time without reason, irrespective of their term of appointment.

3.8. Expectations of Council Officers

The manager of the relevant Council Department is responsible for the appointment of a Committee Secretariat - the Council officer(s) to undertake administrative tasks of the Council Committee and to

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

attend all meetings. The Committee Secretariat the primary contact for all Committee Members in relation to the business of the Council Committee.

While Council officers may participate freely in discussions, they are to recognise the purpose of the Committee is to hear diverse viewpoints and that the Council officer's role is not to direct or seek to influence this discussion. Council officers are primarily present to provide a professional viewpoint and provide technical advice.

3.9. Providing Advice to Council

Delegates Reports

Following each meeting of an Advisory Committee, a Delegate's Report may be provided by the Councillor(s) appointed to the committee at a subsequent ordinary meeting of Council. This Delegate's Report provides an opportunity to formally present the committee's advice to the Council and table any background reports, research findings or policy recommendations to the Council. While the Responsible Officer may assist in providing material to support the development of a Delegate's Report, responsibility for its preparation and submission rests with the relevant Councillor(s).

At a Councillor's request, and with the leave of the Mayor, a Community Member or Organisational representative may address the Council in the presentation of this report.

Similarly, if a Councillor is appointed to an Interest Group, they may submit a Delegate's Report if they choose to do so, either following a meeting or on a periodic basis.

Delegate's Reports are not submitted in relation to Project Consultative Groups, as their discussions are included in relevant project status reports and consultation results.

Delegate's Reports are to be presented to Council with a motion for noting only. Any business arising from such meetings requiring a Council resolution is to be presented as an item of General Business or Notice of Motion.

Committee Submissions to Council

Council meetings provide an opportunity for members of the public to make submissions on matters before the meeting. Council Committees may not use this opportunity to make submissions on behalf of the Council Committee, as the appropriate mechanism for a Committee to provide advice to Council is through a Delegate's Report. Committee members may address the Council in relation to these Delegate's Reports as provided for above.

Committee Submissions to external parties

From time to time, opportunities will arise to make submissions to other organisations in relation to the subject matter of the Committee. In these circumstances, Council may request the Council Committee to provide advice in relation to the development of a Council submission. While the Council Committee may provide significant advice, any final Council submission must be approved by the Council or Council officer under delegation, and must not be submitted by the Council Committee itself.

Attachment 1 - Council Committees Policy (with proposed addition)



Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Submissions by Committee Members

Members of Council Committees are free to make individual submissions to Council or to third parties provided they:

- do not purport to speak on behalf of the Council or Council Committee;
- do not suggest they speak with the Council or Council Committee's endorsement or support;
- either do not describe themselves as a member of a Council Committee or, if they do so, make it expressly clear that they do not speak in this capacity;
- do not disclose or draw on any confidential information or research provided to them in the course of the Council Committee operation.

3.10. Transparency

Council's website shall include a page dedicated to committees providing a list of all:

- Advisory Committees;
- Interest Groups;
- Project Reference Groups;
- Delegated Committees established under section 63 of the Act;
- Joint Delegated Committee established under section 64 of the Act; and
- any other committees, working parties, interest groups or other groups established by Council that meet periodically for the purposes of consulting with the community.

In addition to the information for specific committee types listed below, the website should include the name, purpose and composition of each group, as well as links to Delegate's Reports that have been submitted by Councillors in relation to that group.

In order to maintain transparency of Committee operations, the following information is to be published on Council's website in respect of each Advisory Committee:

- the Terms of Reference
- the names of all members *
- adopted minutes of each meeting
- Delegates Reports (in minutes of Council meetings)

* *Council has the discretion to appoint persons to a Council Committee without disclosing their name publicly if such disclosure would, or would be reasonably likely to, endanger the life or physical safety of that person. Where a person is appointed to a Council Committee in such circumstances, their name shall be redacted from publicly available Committee documents, including meeting minutes.*

In the case of Interest Groups, the following information is to be published on the website:

- the Terms of Reference
- the names of all members *
- A Meeting Summary listing the items discussed at each meeting
- Delegates Reports (in minutes of Council meetings)

In the case of Project Consultative Groups, information is to be made publicly available through project community updates, progress status reports to Council and publication of consultation results. The mechanism for publication of this information is to be determined on a case by case basis.

Attachment 1 - Council Committees Policy (with proposed addition)

Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

3.11. Administrative Arrangements**Meeting Agendas**

Agendas of Council Committee meetings are to be circulated to all Committee Members at least seven days in advance of each meeting, with a copy available to all Councillors on request. Agendas should include all associated materials, such as background reports, research papers and officer reports.

The structure of an agenda may be determined by the Council Committee, but must include:

- a statement of recognition of Wurundjeri Woi Wurrung land;
- attendance and apologies;
- declarations of conflict of interest;
- adoption of minutes of the previous meeting; and
- business arising from the previous meeting.

Minutes of Meetings

Minutes of Advisory Committee meetings are to be circulated to all Committee Members following each meeting, and a copy is to be available to all Councillors. At the latest, the minutes are to be circulated within 14 working days of the meeting. The Minutes shall include:

- the name of the meeting;
- the date, time and place of the meeting;
- the time at which the meeting commenced and concluded and the times of any adjournment and resumption of the meeting;
- the names of the members or guests present and a record of their attendance during the whole meeting;
- details of any conflicts of interest disclosures made;
- a listing of the matters considered and discussed and, where a consensus position was reached, the details of that position; and
- in the event of a formal motion, the names of the mover and seconder and the outcome of any vote or division.

Meeting minutes should not contain any material that is confidential or prohibited from release under the Privacy and Data Protection Act 2014.

Meetings of Interest Groups and Project Consultative Groups do not require formal minutes – meeting notes kept by the Committee Secretariat are sufficient.

Changes to the Terms of Reference

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to a Council Committee Terms of Reference. Where an update does not result in material change, such change may be made administratively. Examples include a change to the name of a Council or government department, an alteration to reflect an endorsed change to Council policy, a change resulting from a Council resolution and an update to legislation which does not have a material impact.

Any proposed change or update which materially alters the Terms of Reference must be made by resolution of Council.

Practical support for diverse membership

The Committee Secretariat is responsible for providing any necessary assistance to ensure barriers to participation in Council Committees are reduced. In particular, the Committee Secretariat shall ensure that meeting arrangements and selection processes do not discriminate against participants on the basis of the protected characteristics set out in the Equal Opportunity Act 1994. Examples of such assistance might include a flexible meeting schedule to suit participants, use of accessible venues, provision of support for languages other than English or assistance with transport to/from meetings.

Attachment 1 - Council Committees Policy (with proposed addition)



Council Committees Policy

(including proposed addition made by Notice of Motion 17 of 2020)

Reimbursement of Expenses

Members of Council Committees are not remunerated for their participation.

For Community Members and Organisational Representatives, reimbursement of reasonable expenses associated with attendance may be made, subject to prior agreement and approval. Such reimbursement may include (for example) costs associated with transport, child care or interpreting services.

For Councillors, expense reimbursements are to be made in accordance with the Councillor Support Policy.

3.12. Caretaker

The operation of Council Committees shall be suspended upon the commencement of the election period ahead of a general Council election. During that period, Council Committee meetings will not be held, although any outstanding Delegate's Reports may still be reported to an ordinary meeting of Council during this period.

Council Committees shall resume meeting following the election and the appointment by the incoming Council of Councillors to each committee.

3.13. Sunset

All Council Committees will sunset on 30 June following each Council election.

Council's Governance Support Unit will be responsible for presenting a report to Council in advance of this date that recommends a committee structure to support the implementation of the Council Plan. This report will include recommendations on:

- the proposed committee structure;
- the endorsement of Terms of Reference for each committee; and
- the process for appointment of members to each committee.

Where it is recommended that an existing committee continue in operation, the report will provide advice on the treatment of the existing Terms of Reference and the existing membership.

Where it is desirable for a decision on the future of an existing committee to be made earlier than the 30 June sunset date, a report can be made to Council any time following the swearing in of Councillors after the election.

4. Related Documents

Council Documents

- Individual Committee Terms of Reference
- Appointment of Members to Council Committees Procedure
- Councillor Support and Reimbursement of Expenses Policy
- Election Period Policy

Legislation

- Local Government Act 2020
- Privacy and Data Protection Act 2014